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JALCO INC.

V01463 001  
880601-880615 AGENDA&MIN  
198812

OPERATION & WORKS COMMITTEE MG.0

DEVELOPMENT APPLICATIONS



CITY OF MISSISSAUGA  
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THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JUNE 1, 1988

RESOURCE LIBRARY - CIVIC CENTRE - 9:00 A.M.

Members: Councillor H. Kennedy  
Councillor F. McKechnie  
Councillor D. Culham (Chairman)  
Councillor D. Cook  
Councillor D. Lane  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Maller, Clerk's Department (896-5425)  
Date: May 26, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.



INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 1, 1988

PRESENTATIONS - 9:00 A.M.

- A. Mr. Paul Lavallee, IBI Group  
SEE ITEM 1
- B. Mr. K.E. Hutchinson, Fenco Engineers Inc.  
SEE ITEM 2
- C. Consultants Highway 403 Arterial Road Extension  
SEE ITEM 3

| <u>ITEM</u> | <u>FILE</u>   | <u>SUBJECT</u>                                                                                                                          |
|-------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 1.          | A.02.03.02.20 | QEW Freeway Traffic Management System Extension                                                                                         |
| 2.          | J.05.88012    | Torbram Road/CN Grade Separation                                                                                                        |
| 3.          | A.02.03.02.02 | Highway 403 Arterial Road Extension                                                                                                     |
| 4.          | A.02.03.02.02 | Petition - Fieldgate Drive Residents - Highway 403 Arterial Road Extension                                                              |
| 5.          | M-707.02      | Hesport Residential Subdivision - Sugar Maple Court - Deletion of Sidewalk                                                              |
| 6.          | M-535.02      | Ashley Oaks Homes - Assumption of Works - Dundas Street West/west of Highway 10                                                         |
| 7.          | M-536.02      | Ashley Developments Limited - Assumption of Works - Dundas Street West/west of Highway 10                                               |
| 8.          | M-445.02      | Sheridan Mills Subdivision - Assumption of Works - south of Britannia Road West/east of Erin Mills Parkway                              |
| 9.          | M-405-02      | Erin Mills-Meadowvale West - Assumption of Works - Neighbourhoods 311A-E - north of Battleford Road/west of Winston Churchill Boulevard |
| 10.         | M-347.02      | Erin Mills-Meadowvale West - Assumption of Works - Neighbourhood 309 - north of Battleford Road/west of Winston Churchill Boulevard     |



- |     |                       |                                                                                                        |
|-----|-----------------------|--------------------------------------------------------------------------------------------------------|
| 11. | T-83015<br>F.02.04.03 | Second Line West - Temporary Closure between Britannia Road West/Bancroft Drive - Fitzwood Subdivision |
| 12. | T-86054<br>F.02.07    | Annagem Investments Ltd. - Street Names                                                                |
| 13. | T-86052<br>F.02.07    | Erin Mills Development - Street Names                                                                  |
| 14. | T-88003<br>F.02.07    | Kenderry Park Ltd. Subdivision - Street Names                                                          |
| 15. | T-85017<br>F.02.07    | Hawthorne Valley Subdivision - Street Names                                                            |
| 16. | T-87027<br>F.02.07    | Erin Mills Development - Street Names                                                                  |
| 17. | J.05.85032            | Mary Fix Creek Channelization - Jannock Limited - Canada Brick Lands                                   |
| 18. | D.08.01               | Toronto Area Rail Transportation of Dangerous Goods - Consultants Summary Reports                      |
| 19. | J.05.86100            | Square One Bus Terminal Agreement - Mascan Corporation/City/Ministry of Transportation                 |
| 20. | C.01.11               | Emergency Rescue Aids - Port Credit Harbour                                                            |
| 21. | L.07.04.01<br>I.03.01 | Dog Control - Public Parks                                                                             |
| 22. | A.03.04.01            | Public Vehicle Authority Report 5-88 - May 10, 1988                                                    |
| 23. | A.03.04.11.02         | Traffic Safety Council Report 3-88 - May 25, 1988                                                      |



CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

JUNE 1, 1988

PRESENTATIONS - 9:00 A.M.

- A. Mr. Paul Lavallee, IBI Group  
A.02.03.02.20  
SEE ITEM 1
- B. Mr. K.E. Hutchinson, Fenco Engineers Inc.  
J.05.88012  
SEE ITEM 2
- C. Consultants, Highway 403 Arterial Road Extension  
A.02.03.02.02  
SEE ITEM 3

MATTERS FOR CONSIDERATION:

- 1. Presentation by the Ministry of Transportation and the IBI Group regarding the proposed QEW Freeway Traffic Management System extension.  
A.02.03.02.20
- 2. Presentation by Fenco Engineers regarding the Torbram Road/CN Grade Separation.  
J.05.88012
- 3. Report dated May 24, 1988, from the Commissioner of Public Works regarding the Highway 403 Arterial Road extension.  
  
On October 26, 1987, City Council retained McCormick Rankin and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9, 1988.



At the March 9, 1988, Public Meeting, many comments were made questioning the project need and justification. Many comments were also made regarding the need to investigate alternative transportation solutions to the Highway 403 Arterial Road Extension. Finally, it was suggested that a Community Advisory Committee be established to provide representative community input during the planning study.

Additional analysis regarding the above noted concerns has been carried out. The study team has examined present and future transportation demands and deficiencies in the northeast part of the City and has reviewed twelve possible alternative transportation solutions to the arterial road project.

A presentation of the study progress and findings will be presented by the Consultants, McCormick Rankin and M.M. Dillon, to the Committee.

RECOMMENDATION:

That Public Information Centres be held for the Highway 403 Arterial Road Extension project at the Glenforest Secondary School on June 8 and 9, 1988.

A.02.03.02.02

RECOMMEND ADOPTION

4.

Report dated May 24, 1988, from the Commissioner of Public Works in response to a petition dated March 24, 1988, from the residents in the area of the 403 Arterial Road extension expressing concern about the project as follows:

- (a) that the roadway should not be built within the Parkway Belt and that the preferred alignment for this east/west road would be a location north of Eglinton Avenue;
- (b) that a series of two sharp curves along Fieldgate Drive within the Ontario Hydro corridor lands should be maintained
- (c) that a 40km/hr. speed limit be enacted along Fieldgate Drive in the vicinity of Bough Beeches Boulevard (in the vicinity of Sts. Martha and Mary Elementary School);
- (d) that police surveillance be increased along Fieldgate in an effort to reduce speeding.

The alternative alignments for the proposed arterial roadway shown to the public in March all resulted in a re-alignment of Fieldgate Drive to provide a satisfactory intersection between the roadway and Fieldgate Drive. The existing series of sharp curves cannot be maintained when the arterial roadway is developed in this location without seriously compromising traffic safety.

The request for a reduced speed limit on Fieldgate Drive to 40km/hr. has been reviewed. Existing City practice is that a 40km/hr. speed limit be enacted only directly along a school frontage. It is noted that Sts. Martha and Mary Elementary School does not have frontage along Fieldgate Drive and rather fronts onto Bough Beeches Boulevard some distance east of Fieldgate Drive. As a result since this case does not conform to existing City practice a reduction to 40km/hr. speed limit along Fieldgate Drive is not recommended.



With regard to speeding along Fieldgate Drive, Peel Regional Police have been requested to enforce the existing speed limit in this location as time and manpower permits.

RECOMMENDATION:

That the report dated May 24, 1988 from the Commissioner of Public Works in response to the petition dated March 24, 1988, from residents in the area of the proposed Highway 403 Arterial Road Extension expressing concern about the alignment and traffic in the Fieldgate Drive area be forwarded to Mrs. M.M. Hickey, 4230 Fieldgate Drive (the petitioners' representative).

A.02.0.02.02

RECOMMEND ADOPTION

5. Report dated May 4, 1988, from the Commissioner of Public Works in response to a petition dated April 15, 1988, from 15 of a possible 21 residents on Sugar Maple Court requesting that the proposed sidewalk not be constructed.

Council Recommendation OW-211-86 adopted August 13, 1986 amended the existing City Sidewalk Policy deleting the requirement that a sidewalk be constructed on one side of a cul-de-sac even where the sidewalk will form a link in an existing walkway system unless the Recreation and Parks Department requires the walk to be built as a major pedestrian thoroughfare. The Recreation and Parks Department has been consulted and has no objections to the deletion of the sidewalk.

In that the majority of the residents of Plan 43M-707 have petitioned the City to delete the sidewalk on the north side of Sugar Maple Court and since current City Policy no longer requires a sidewalk on residential cul-de-sacs, the proposed sidewalk should be deleted. As a condition of the deletion of the proposed sidewalk on the north side of Sugar Maple Court the developer should be required to pay to the City a cash-in-lieu settlement equivalent to the cost of this construction, to the satisfaction of the Commissioner of Public Works.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Golden Orchard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court is waived on the condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction.

M-707.02

RECOMMEND ADOPTION



June 1, 1988

6. Report dated May 16, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Ashley Oaks Homes, registered Plan 43M-535, located north of Dundas Street West and west of Highway 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for the Ashley Oaks Homes Subdivision, Plan 43M-535, located south of Dundas Street West and west of Highway 10.
- (b) That the Letter of Credit (current value \$53,454.18) securing a Servicing Agreement for Plan 43M-535, be returned to the developer, Ashley Oaks Homes Incorporated.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-535, as public highway and part of the municipal system of the City of Mississauga.

M-536.02

RECOMMEND ADOPTION

7. Report dated May 16, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Ashley Developments Limited, Plan 43M-536, located south of Dundas Street West and west of Highway 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements in the Servicing Agreement for installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Subdivision, Plan 43M-536, located south of Dundas Street West and west of Highway 10.
- (b) That the Letter of Credit (current value \$34,024.00) securing a Servicing Agreement for Plan 43M-536, be returned to the developer, Ashley Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-536, as public highway and part of the municipal system of the City of Mississauga.

M-536.02

RECOMMEND ADOPTION



8. Report dated May 20, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Sheridan Mills Subdivision Limited, Plan M-445, located south of Britannia Road West and east of Erin Mills Parkway.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan with the exception of minor grading and street sign repairs. The developer has provided a cash settlement for this work in the amount of \$400.00. This work will be completed by a City contractor using these funds. The remaining securities in the amount of \$144,474.99 should be released to the developer, Donlee Holdings Limited.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sheridan Mills Subdivision, Plan M-445, located south of Britannia Road and east of Erin Mills Parkway.
- (b) That the Letter of Credit (currently valued at \$144,474.99) securing the Servicing Agreement for Plan M-445 be returned to the developer, Donlee Holdings.
- (c) That a by-law be enacted establishing the road allowances within Plan M-445, as public highway and part of the municipal system of the City of Mississauga.

M-445.02

RECOMMEND ADOPTION

9. Report dated May 24, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard.

The Legal Department is in the process of preparing an agreement between Cadillac Fairview Corporation Limited and the City of Mississauga concerning the future maintenance of Lake Wabukayne. This agreement requires that the developer provide a cash settlement of \$30,000 for future maintenance. A cheque in this amount has already been received by the Finance Department.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned registered plans.



RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-405, M-406, M-407, M-408 and M-409 (currently valued at \$1,267,383.42) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plans M-405, M-406, M-407, M-408 and M-409 as public highways and part of the municipal system of the City of Mississauga.

M-405.02

RECOMMEND ADOPTION

10. Report dated May 20, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 309, Plan M-347 located north of Britannia Road West and west of Winston Churchill Boulevard.

It has been concluded that all terms and conditions of the Engineering Agreement have been complied with and the City may proceed with the assumption of the municipal services and the release of any remaining securities.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for the Erin Mills-Meadowvale West Neighbourhood 309, Plan M-347 (located north of Britannia Road West and west of Winston Churchill Boulevard).
- (b) That the Letter of Credit securing the Engineering Agreement for Plan M-347 (currently valued at \$173,942.36) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-347 as public highway and part of the municipal system of the City of Mississauga.

M-535.02

RECOMMEND ADOPTION



11. Report dated May 12, 1988, from the Commissioner of Public Works in response to a request from UMA Engineering Limited, Consulting Engineers, on behalf of Fitzwood Investments Limited, the developer of Credit Valley Meadows Subdivision located north of Britannia Road West and west of Second Line West for approval to temporary close Second Line West, between Britannia Road West and Bancroft Drive to facilitate the installation of deep storm and sanitary sewers required for the reconstruction of Second Line West.

The developer will comply with all the requirements of the Traffic and Transportation Section with regard to traffic control devices and signage will be responsible for payment of all costs related to the closure and detour of Second Line West.

RECOMMENDATION:

That a by-law be enacted to implement the closure of Second Line West between Eglinton Avenue West and Bancroft Drive from July 15, 1988 at 7:00 a.m. to August 22, 1988 at 7:00 p.m. for the purpose of the construction of underground services and road base.

T-83015  
F.02.04.03

RECOMMEND ADOPTION

12. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following streets names proposed for the Annagem Investments Ltd. subdivision (located west of Kennedy Road at Courtneypark Drive):

|         |          |           |
|---------|----------|-----------|
| Annagem | Huronia  | Thames    |
| Reading | Waverley | Wentworth |

The submission was reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the name "Annagem" be approved as a street name for the Annagem Investments Ltd. subdivision (located west of Kennedy Road at Courtneypark Drive).

T-86054  
F.02.07

RECOMMEND ADOPTION



13. Report dated May 9, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Erin Mills Development Corporation Subdivision T-86052 (lands located east of Winston Churchill Boulevard/north of Derry Road West):

Crosscurrent Windbreak                      Gulfstream

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988 and approved.

RECOMMENDATION:

That the following street names be approved for the Erin Mills Development Corporation Subdivision T-86052 (lands located east of Winston Churchill Boulevard/north of Derry Road West):

Crosscurrent Windbreak                      Gulfstream

T-86052  
F.02.07

RECOMMEND ADOPTION

14. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Kenderry park Ltd. Subdivision T-88033 (lands located west of Kennedy Road/south of Derry Road East):

|                   |                   |
|-------------------|-------------------|
| Commerce Road     | Commercial Avenue |
| Continental Blvd. | Corporation Blvd. |
| Gilbraltar Drive  | Granit Road       |
| Kenderry Gate     | Limestone Road    |
| Lionshead Drive   | Marble Road       |
| Obsidian Road     | Quartz Road       |
| Sandstone Road    | Slate Road        |

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the following street names be approved for Kenderry park Ltd. Subdivision T-88033 (lands located west of Kennedy Road/south of Derry Road East):

|                  |               |
|------------------|---------------|
| Gilbraltar Drive | Kenderry Gate |
| Limestone Road   | Quartz Road   |
| Sandstone Road   | Slate Road    |

T-88003  
F.02.07

RECOMMEND ADOPTION



15. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Hawthorne Valley Subdivision T-85017 (lands located west of Hurontario Street/north of Eglinton Avenue West):

Big John Run  
Waterville Court

Windy Pines Court

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the Waterville Court be approved as a street name for Hawthorne Valley Subdivision T-85017 (lands located west of Hurontario Street/north of Eglinton Avenue West).

T-85017  
F.02.07

RECOMMEND ADOPTION

16. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Erin Mills Development Corporation Subdivision T-87027 (lands located east of Winston Churchill Boulevard/north of Thomas Street):

Aragon  
Chester  
Erskine  
Headington  
Leaside  
Westholme

Meadway  
Raeburn  
Reading  
Shawfield  
Southgate  
Fieldon Grove

Cardigan  
Downsway

Lansdowne  
Lichfield

Purley Oaks  
Raglan

Snowdon  
Stamford  
Sanderstead

This submission was reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the following names be approved as street names for the Erin Mills Development Corporation Subdivision T-87027 located east of Winston Churchill Boulevard and north of Thomas Street:

Fieldon (without the suffix "Grove")  
Leaside  
Raglan

T-87027  
F.02.07

RECOMMEND ADOPTION



17. Report dated May 9, 1988, from the Commissioner of Public Works regarding an agreement with respect to the channelization of the Mary Fix Creek by Jannock Limited through the Canada Brick lands.

As a result of the development of upstream lands, storm channel improvements to the Mary Fix Creek are required through the Canada Brick lands. Following negotiations among the upstream developers, Jannock Limited (Canada Brick) and City staff, a form of agreement has been prepared between the City and Jannock Limited in respect of the required channelization works.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement dated May 1, 1988 between The Corporation of the City of Mississauga and Jannock Limited with respect to the channelization of the Mary Fix Creek and that such by-law contain a provision that it shall not take effect until the said Agreement has been approved under Section 64(1) of the Ontario Municipal Board Act and that the City Clerk be directed to make application to the Ontario Municipal Board for such approval.

J.05.85032

RECOMMEND ADOPTION

18. Report dated May 24, 1988, from the Fire Chief regarding the Consultants' Summary Reports on the Toronto Area Rail Transportation of Dangerous Goods.

At the meeting of City Council on March 7, 1988, the Fire Department presented a report reviewing the Toronto Area Rail Transportation of Dangerous Goods, Consultants Summary Report.

The Fire Department report summarized the consultant's report and provided two recommendations:

1. That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.
2. Further, that the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in AIT being applied to the Halton/York CN lines.



After review of the report, Council requested that the matter be deferred for a further report with respect to the following:

- a) The number of level crossings on the present route versus the number of level crossings on the diverted route;
- b) a recommendation encouraging the Federal Government to proceed with the matter of funding for grade separations at existing level crossings;
- c) a review of safety measures such as berming for residential development adjacent to rail lines;
- d) the increase in risk on the diverted route versus the risk on the present routes.

Additional information was obtained and reviewed and the following conclusions reached:

- Accidents at level crossings form a significant percentage of the total number of railway accidents and contribute to the greatest number of lives lost due to rail accidents.
- The increase risk to the residents of Malton is in the area of 10% with the A2 rerouting proposal. However, this would be reduced by the provisions of new technology and the risk to residents of Ward 5 would remain at current levels.
- Overall the A2 and the AIT proposals reduce the societal risk in other areas of Mississauga by 50%.
- The provisions of earthen berms could have some effect on the outcome of rail accidents, however, much of the lands adjacent to rail lines in Mississauga has already been developed and berming is not feasible.

RECOMMENDATION:

- (a) That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.
- (b) That the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in AIT being applied to the Halton/York CN lines.
- (c) That the City of Mississauga recommends to the Canadian Transport Commission that grade separations be provided at all level crossings in the study area and that the Federal Government provide funding for the construction of grade separations.

D.08.01

RECOMMEND ADOPTION



19. Report dated April 29, 1988, from the Transit General Manager regarding the agreement between the City and Mascan Corporation to enlarge and upgrade the transit passenger facilities at the Square One Transit Terminal. The agreement has been prepared to establish the continued use of the bus terminal for at least 10 years and to define the responsibilities of both parties for its maintenance.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Mascan Corporation for the Square One Transit Terminal and that the Ministry of Transportation and Mascan Corporation be thanked for their participation in this essential project.

J.05.86100

RECOMMEND ADOPTION

20. Report dated May 19, 1988, from the Commissioner of Recreation and parks regarding the difficulty encountered in maintaining rescue aids at the Port Credit Harbour as a result of vandalism and theft.

The establishment of rescue aid equipment stations on public lands abutting bodies of water would be a large program to undertake and would require daily monitoring, repair, and replacement. This would require budget allocations for manpower and equipment. A cost of \$54,600.00 is estimated to establish approximately 100 rescue aid stations, to allow for two replacements of equipment throughout the year and to employ three temporary employees to monitor, maintain and replace equipment on a daily basis.

Even with this expenditure and daily monitoring, the establishment of rescue aid stations would expose the Corporation to a greater level of liability risk than if the present policy of not providing such stations were continued.

RECOMMENDATION:

That the Recreation and Parks Department not re-establish rescue aid stations and equipment on public lands abutting bodies of water in the City of Mississauga.

C.01.11

RECOMMEND ADOPTION



21. Report dated May 19, 1988, from the Commissioner of Public Works regarding the possibility of designating parks, or areas within parks, to permit dogs to run unleashed.

Public parks are open to all residents of Mississauga for their use and enjoyment. There are presently two City By-laws in place requiring that dogs be leashed. Therefore, it would not be appropriate to designate park areas where dogs could run unleashed. There is always the possibility that a dog could turn on an unsuspecting park user, resulting in possible injuries and exposing the Corporation to liability risks..

RECOMMENDATION:

That the report dated May 19, 1988, from the Commissioner of Recreation and Parks dated recommending that no parks or areas within parks be designated to permit dogs to run unleashed, be approved.

L.07.04.01  
I.03.01

RECOMMEND ADOPTION

22. Report 5-88 of the Public Vehicle Authority meeting held on May 10, 1988.

A.03.04.01

RECOMMEND ADOPTION

23. Report 3-88 of the Traffic Safety meeting held on May 25, 1988.

RECOMMEND ADOPTION





May 3, 1988

OPERATION WORKS

JUN 1 1988

Ms. Linda Mailer  
The Corporation of The City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

|                    |              |
|--------------------|--------------|
| RECEIVED           |              |
| REGISTRY NO.       | 254          |
| DATE               | MAY 3 1988   |
| FILE NO.           | A.02.03.0220 |
| CLERK'S DEPARTMENT |              |

Dear Ms. Mailer:

QEW Freeway Traffic Management System Extension Presentation

In a letter dated April 8, 1988 Mr. W.P. Taylor, the Commissioner of Public Works, asked that the Ontario Ministry of Transportation make a brief presentation to the Mississauga Operations and Works Committee regarding the proposed QEW Freeway Traffic Management System extension. Further to our conversation of April 27, 1988 I have been informed that the Ministry would be willing to provide such a presentation at the June 1, 1988 meeting of the Operations and Works Committee. If this date is convenient, I would appreciate it if you could book Messrs. Peter Korpai and Harry Sturm of the Freeway Traffic Management Section for a presentation on this date.

The purpose of the QEW Mississauga Freeway Traffic Management System (FTMS) is to provide motorist advisory information and monitor traffic movement in order to improve traffic flow. The current QEW FTMS has been in operation since 1975 and now extends from Royal Windsor Drive to just east of Cawthra Road. The new work slated for construction in 1988, is simply an extension of this existing system from its present termination easterly to the Highway 427 - QEW interchange.

Under the extension contract the Ministry will be installing six new television camera stations, four QEW vehicle detector stations, one changeable message sign (near Dixie Road) and approximately 5km of conduit (both underground and strapped to bridge structure). No new ramp metering facilities are planned under this work.

If you have any further questions or would like any additional information please phone me at 596-1930.

Yours truly,

IBI GROUP

Paul Lavallée

PL/sd

c.c. Harry Sturm

240 Richmond Street West, 5th Floor, Toronto, Canada M5V 1W1, (416) 596-1930, FAX (416) 596-0644

IBI is a group of companies practising professional consulting



J.O.S. 88012

**Fenco**

May 20, 1988

FENCO ENGINEERS INC.  
AT&TA NORTH - PHASE II  
2226 SHEPPARD AVE. EAST  
WILLOWDALE, ONTARIO  
CANADA M2J 0A5  
TEL: (416) 756-4998  
FAX: (416) 756-4998  
TELEX: 00-888101  
CABLE: LAMLENTOR

The Clerk's Department  
City of Mississauga  
1 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Attention: Ms. Linda Maylor  
Clerk's Department

Dear Ms. Maylor:

**TORBRAM ROAD/CN GRADE SEPARATION**  
**HALTON SUBDIVISION**

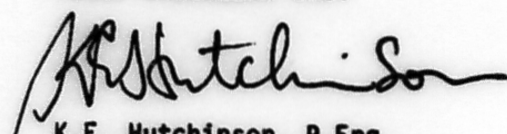
Fenco Engineers have been retained by the City of Mississauga, Engineering and Works Department to carry out the detailed design for the above Grade Separation. Our assignment requires the presentation of the project to your Operations and Works Committee and Council respectively.

We would appreciate if you would put the above project on the agenda for the dates listed below:

Operations and Works Committee

June 1, 1988

Yours very truly,  
FENCO ENGINEERS INC.

  
K.E. Hutchinson, P.Eng.  
Project Manager

KEH/as  
52061

cc: J.V. Falke





## Corporate Report

Received by  
Clerk's Dept.

Clerk's Files **A.02.03.02.02**

OPERATION WORKS. **JUN 1 1988**

Originator's  
Files

**11 141 00045  
17 111 87172  
17 111 87131**

DATE: May 24, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works  
Department  
SUBJECT: Highway 403 Arterial Road Extension

ORIGIN: Public Works Department

BACKGROUND: On October 26, 1988, City Council retained McCormick Rankin and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9, 1988.

COMMENTS: At the March 9, 1988, Public Meeting, many comments were made questioning the project need and justification. Many comments were also made regarding the need to investigate alternative transportation solutions to the Highway 403 Arterial Road Extension. Finally, it was suggested that a Community Advisory Committee be established to provide representative community input during the planning study.

Additional analysis regarding the above noted concerns has been carried out. The study team has examined present and future transportation demands and deficiencies in the northeast part of the City and has reviewed twelve possible alternative transportation solutions to the arterial road project.

Of all the alternatives investigated it is felt that the future busway in the Highway 403 corridor, widening of Eglinton Avenue to possibly provide exclusive bus lanes and the Highway 403 Arterial Road Extension should be carried for further analysis. Various combinations and staging possibilities for implementing the above transportation improvements exist. In addition, the scale of the above projects can vary. For example, the Highway 403 Arterial Road can be implemented from Cawthra Road to Dixie Road at this time with an extension to the east delayed until some time in the future. In addition, the possible introduction of bus lanes along Eglinton Avenue implies that the Highway 403 Arterial Road could be built to four lanes rather than six.



3(a)

Chairman and Members of the  
Operations and Works Committee

- 2 -

May 24, 1988.

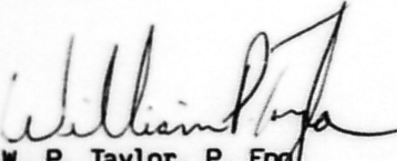
The work carried out by the study team has been presented to the Community Advisory Committee during three meetings in April and May. It is felt that the progress of the study should now be presented to the public on June 8, and 9, 1988, in a Public Information Centre format. It has been agreed with the Community Advisory Committee that a Public Meeting should not be held at this time. It is anticipated that the detailed analysis and evaluation of the final alternatives including their noise and pollution impacts can be completed during the summer and that the results of this analysis can be presented to the public at a Public Meeting in September, 1988.

A presentation of the study progress and findings is planned for the June 1, 1988, Operations and Works Committee Meeting.

RECOMMENDATIONS:

That Public Information Centres be held for the Highway 403 Arterial Road Extension project at the Glenforest Secondary School on June 8 and 9, 1988.

WPS/edm  
0812E/162E

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department





## Corporate Report

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Clerk's Dept.

Clerk's Files

4  
A-02.03.02.002

OPERATIONS/WORKS. JUN 1 1988

Originator's  
Files

11 141 00045  
17 111 87172  
17 111 87131

DATE: May 24, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works Department  
SUBJECT: Highway 403 Arterial Road Extension

ORIGIN: Correspondence from Mrs. M. M. Hickey, dated March 24, 1988,  
(report request 136-88).

BACKGROUND: On October 26, 1988, City Council retained McCormick Rankin and Associates and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9, 1988. The correspondence from Mrs. Hickey was received as a response to the Public Meeting.

Mrs. Hickey suggests that the roadway should not be built within the Parkway Belt. She suggests that a preferred alignment for this east/west road would be a location north of Eglinton Avenue. In addition, Mrs. Hickey is concerned about the impact of the proposed roadway on Fieldgate Drive. She feels that a series of two sharp curves along Fieldgate Drive within the Ontario Hydro corridor lands should be maintained. Mrs. Hickey also requests that a 40km/hr. speed limit be enacted along Fieldgate Drive in the vicinity of Bough Beeches Boulevard (in the vicinity of Sts. Martha and Mary Elementary School). Finally, she requests that police surveillance be increased along Fieldgate in an effort to reduce speeding.

COMMENT: The alternative alignments for the Highway 403 Arterial Road shown to the public on March 7, 8, 9, 1988, utilize the Parkway Belt for the east/west portion of the road. As a result of the public contact it is now proposed to carry out additional analysis to review the project need and justification and to analyze alternative solutions to the Highway 403 Arterial Road Extension.



H(a)

May 24, 1988.

COMMENT: (Continued)

In addition, a Community Advisory Committee has recently been established to provide representative community input. The results of this analysis will be completed and available for public review on June 8, 9, 1988.

The alternative alignments for the proposed arterial roadway shown to the public in March all resulted in a re-alignment of Fieldgate Drive to provide a satisfactory intersection between the roadway and Fieldgate Drive. The existing series of sharp curves cannot be maintained when the arterial roadway is developed in this location without seriously compromising traffic safety.

Mrs. Hickey's request for a reduced speed limit on Fieldgate Drive to 40km/hr. has been reviewed. Existing City practice is that a 40km/hr. speed limit be enacted only directly along a school frontage. It is noted that Sts. Martha and Mary Elementary School does not have frontage along Fieldgate Drive and rather fronts onto Bough Beeches Boulevard some distance east of Fieldgate Drive. As a result since this case does not conform to existing City practice a reduction to 40km/hr. speed limit along Fieldgate Drive is not recommended.

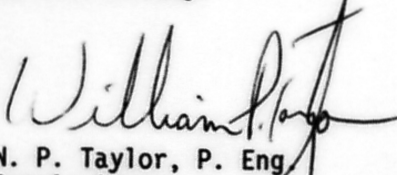
With regard to speeding along Fieldgate Drive, Peel Regional Police have been requested to enforce the existing speed limit in this location as time and manpower permits.

As a result of the Public Presentation/Meeting in early March a significant amount of correspondence has been received by the Public Works Department regarding the Highway 403 Arterial Road Extension. The correspondence received in this regard will be submitted to the Operations and Works Committee at a future date.

RECOMMENDATION:

That a copy of the Commissioner of Public Works report dated May 24, 1988, regarding the Highway 403 Arterial Road Extension be forwarded to Mrs. Hickey.

KJS/medm  
0812E/151E

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department



**Margaret Maureen Hickey**

4230 Fieldgate Drive Unit 20  
Mississauga, Ontario L4W 2M5

*H(b)*

APR 25 1988

Mayor Hazel McCallion  
300 City Center Drive  
Mississauga, Ontario  
L5B 3C1

Dear Mayor McCallion:

RECEIVED March 24, 1988  
REGISTRY No. 807  
DATE APR 14 1988  
FILE No. A-02-03-02-02  
F-06-04-10  
CLERK'S DEPARTMENT

RECEIVED  
REGISTRY No. 1619  
DATE APR - 5 1988  
FILE No. E-02-02  
MAYOR'S OFFICE

Enclosed is a copy of the letter sent to Mr. Schipper and Mr. Williams.

We the undersigned wish to bring to your attention the fact that traffic between Rathburn and Eglinton is travelling well beyond the speed limit - especially near the intersections of Fieldgate and Rathburn. As was mentioned in the letter to Mr. Schipper, it is crucial that the bend in Fieldgate not be straightened, as this street is very heavily residential with a very dense population on all four corners of Fieldgate and Rathburn.

1. As this is a residential area, we feel that the green belt continue to be used for residential homes and park area (as the sign formerly indicated). If this becomes the arterial extension, the children will not have a park area where they can play safely.
2. Please change the speed sign on Fieldgate near the crosswalk and school sign, back to 40 km. All other school areas in Mississauga and Toronto have 40 km. signs near school crossings. When I first moved into the area the sign indeed said 40 km. For some unexplained reason it was changed to 50 km. We feel strongly about a 40 km. sign due to the accidents that have occurred in that area.
3. I would like to suggest increasing police surveillance of Fieldgate as we have noticed that the speed signs are being completely disregarded. Since this area is so densely populated, the safety of families and especially children should be your first priority. Kindly keep the extension away from this area which according to the presentation made at Glenforest Secondary School, will cause Fieldgate to become four lanes.

*incl. approx.  
67 signatures*



H(2)

Mayor Hazel McCallion

- 2 -

We were very impressed with the way you handled the rudeness of some people who were at the Glenforest Secondary School meeting. Their behaviour does not reflect the majority of the people concerned. We thank you for coming to that meeting and we trust that with the information enclosed here, that you will do everything you can to see that the extension is built north of Eglinton so that the safety and well being of people living in the residential area south of Eglinton will be upper most in your consideration.

Sincerely,

*M. Maureen Hickey*

Margaret Maureen Hickey

MH/dd



**Margaret Maureen Hickey**

4230 Fieldgate Drive Unit 20  
Mississauga, Ontario L4W 2M5

4(d)

March 24, 1988

Mr. Kees J. Schipper, P.Eng.  
Project Director  
Public Works Department  
City of Mississauga  
11th Floor  
Mississauga, Ontario  
L5B 3C1

Dear Mr. Schipper:

We the undersigned have grave concerns regarding the arterial road extension of Highway 403. While we understand your problem of increased traffic, we feel that using Eglinton Avenue through to Fieldgate Drive will be disruptive to the community. If you were to drive along Eglinton Avenue at night you would notice that north of Eglinton Avenue is totally deserted! There is no residential area north of Eglinton and therefore much more suitable for the highway traffic.

On the enclosed map we are suggesting using Amico Bl. The traffic could go north from Eglinton at Maingate or Dixie. At the south east corner of Dixie and Amico there is a large vacant lot that could be expanded to accommodate a bus station (of course if this is agreeable to the owners). It appears that Amico can easily be widened (in this industrial area) - as the cement divider in the road could be removed. At Creebank Road the traffic can go north. At the moment the road is cut off at the end with a yellow guardrail and barrels, but you can see where an existing road is already in place and can be expanded further. This could also be another possibility for a bus terminal as the whole area is trees!

We would like to bring to your attention the need to leave Fieldgate Drive south of Eglinton the way it is. The green belt area could be used as a park and for residential homes. In looking at the enclosed map - the projected

.../2



H(2)

- 2 -

extension along Eglinton is far too close to residential homes - and surely there is an alternate route that could be considered.

We strongly request that you not straighten Fieldgate Drive and make it into 4 lanes. The traffic on Fieldgate is travelling too fast now without the 4 lanes. There is an elementary school between Rathburn and Eglinton and the four corners at Rathburn and Fieldgate are very densely populated with townhouses on all four corners. If that property were detached private homes with a regular size backyard the number of families in that same square footage would be considerably less. The reality of the situation is that many families are living in that same square footage and to put a four lane street at Fieldgate coming south to Rathburn would be unfair! The only saving factor is the location of the bend in the road. Traffic is forced to slow down there. Please do not straighten out Fieldgate Drive as that will increase the speed and the volume of the traffic. By building the extension north of Eglinton, the speed could be increased to 70 - or 80 km. as this is not a residential area.

As you stated at the meeting at Glenforest Secondary School. you are sincere in planning where the extension is going to be, then kindly consider our request.

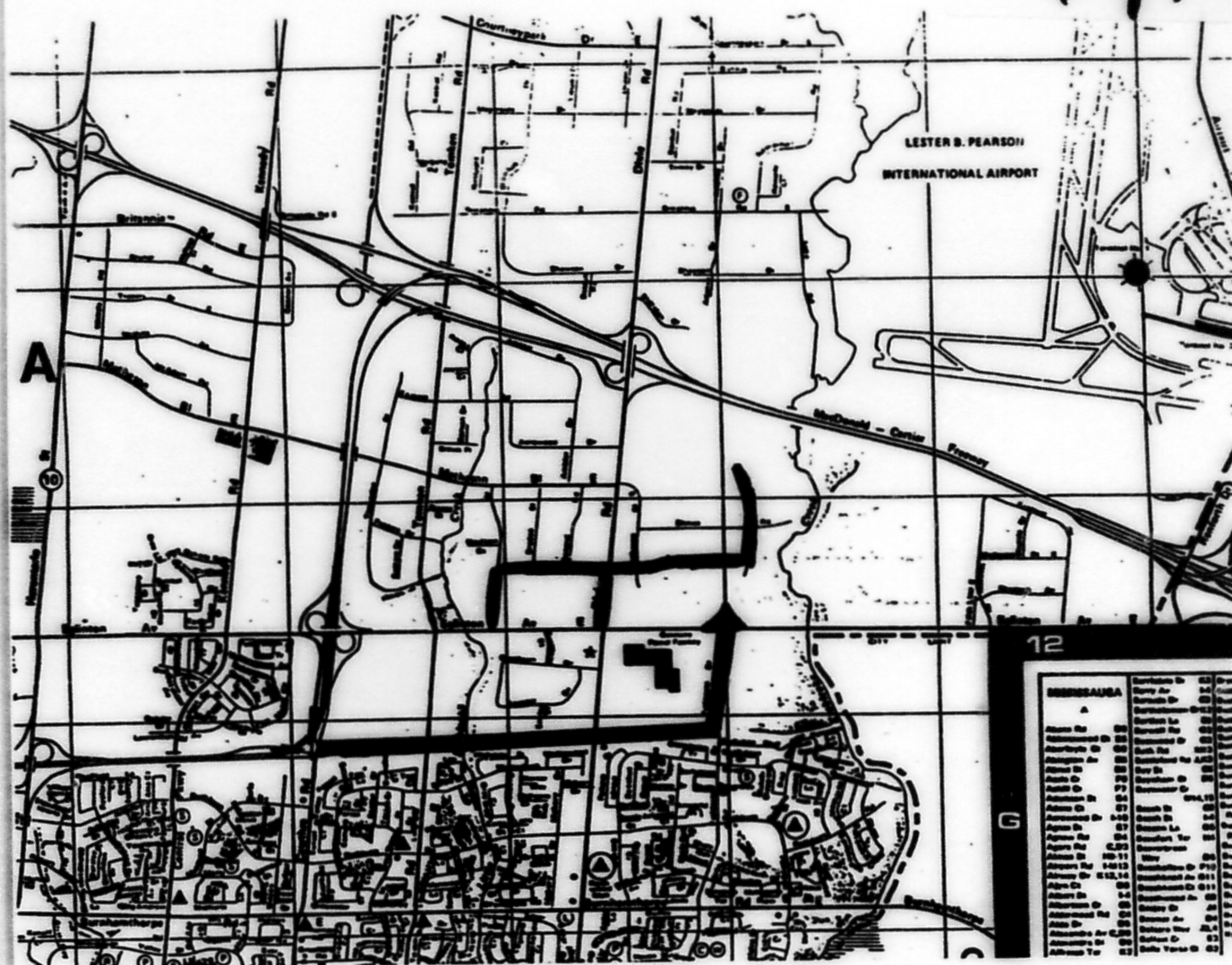
Sincerely,

Margaret Maureen Hickey

MH/dd



441







Received by  
Clerk's Dept. MAY 24 1988

Clerk's Files M-707.02

OPERATIONS WORKS JUN 1 1988

Originator's  
Files 16 111 85229  
11 141 00045

DATE: May 4, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Deletion of Sidewalk on the north side of Sugar Maple Court, lots 1 to 9, Plan 43M-707, Hesport Residential Subdivision, located north of Burnhamthorpe Rd. and east of Golden Orchard Drive (sketch attached).

ORIGIN: Servicing Agreement dated July 16, 1986 between Hesport Investments Ltd. (1700 Langstaff Rd., Concord, Ontario, L4K 3S3), the City of Mississauga and the Regional Municipality of Peel.

BACKGROUND: In accordance with the terms of the Servicing Agreement for Plan 43M-707 the developer is required to construct a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court fronting lots 1 to 9 (inclusive) of that plan. The sidewalk was to terminate at the east limit of Sugar Maple Court adjacent to Golden Orchard Park. There is an existing walkway system within the park.

COMMENTS: This department has received a petition dated April 15, 1988 from 15 of a possible 21 residents in Plan 43M-707 (copy enclosed) requesting that the proposed sidewalk not be constructed. Four lots are unsold or unoccupied at this time.

Council Recommendation OW-211-86 adopted August 13, 1986 amended the existing City Sidewalk Policy deleting the requirement that a sidewalk be constructed on one side of a cul-de-sac even where the sidewalk will form a link in an existing walkway system unless the Recreation and Parks Department requires the walk to be built as a major pedestrian thoroughfare. The Recreation and Parks Department has been consulted and has no objections to the deletion of the sidewalk.

CONCLUSION: In that the majority of the residents of Plan 43M-707 have petitioned the City to delete the sidewalk on the north side of Sugar Maple Court and since current City Policy no longer requires a sidewalk on residential cul-de-sacs, the proposed sidewalk should be deleted. As a condition of the deletion of the proposed sidewalk on the north side of Sugar Maple Court



May 4, 1988

5(a)

the developer should be required to pay to the City a cash-in-lieu settlement equivalent to the cost of this construction, to the satisfaction of the Commissioner of Public Works.

RECOMMENDATION: That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Golden Orchard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court is waived on the condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction.

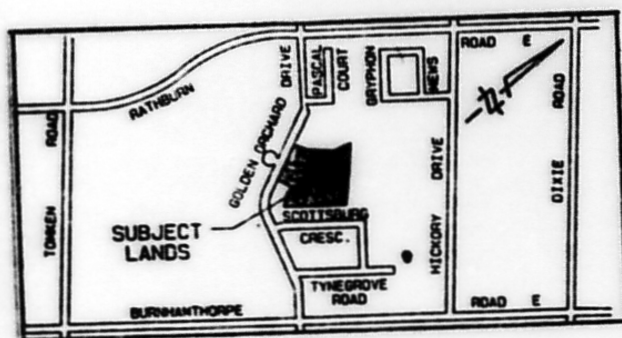
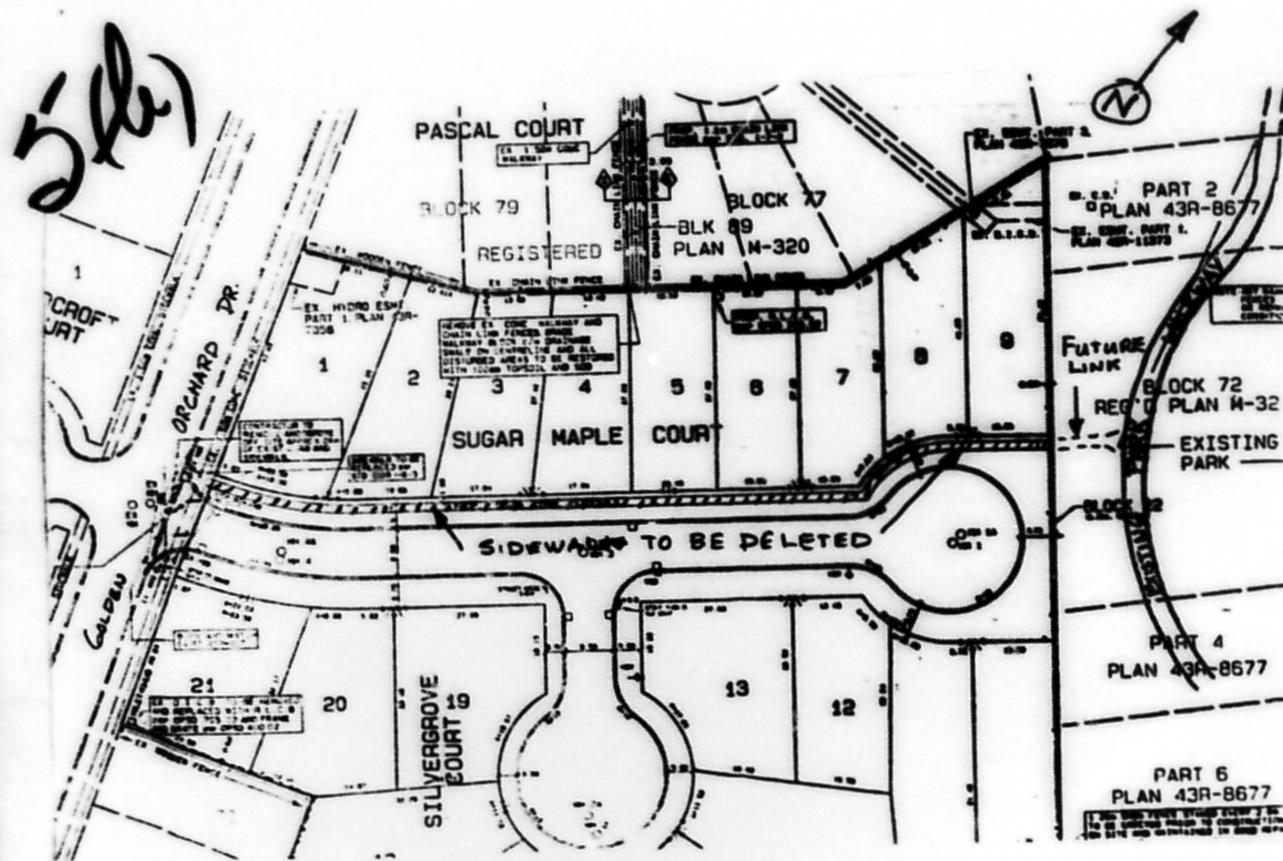
*[Signature]* / jam  
0389E/143E

ENCL.

c.c. R.G. Charlton  
I.W. Scott  
W.H. Munden  
R.T. Rinne  
W.J. Richmond

*[Signature]*  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department





**MISSISSAUGA**  
**Public Works**

DEVELOPMENT ENGINEERING

HESPORT SUBDIVISION  
PLAN 43M-707  
SIDEWALK DELETION





## Corporate Report

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MAY 24 1988

Clerk's Files

M-535.02

6

OPERATIONS/WORKS. JUN 1 1988

Originator's  
Files

16-111-75131  
11 141 00045

DATE: May 16, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Assumption of municipal works for Ashley Oaks Homes, registered Plan 43M-535, located north of Dundas Street West and west of Highway 10 (sketch attached).

ORIGIN: Servicing Agreement dated May 27, 1982 between Ashley Oaks Homes Incorporated (920 Dundas Street East, Mississauga, Ontario, L4Y 2B8), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 51 single family residential lots. As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works constructed by the developer under the terms of the Servicing Agreement for the Ashley Oaks Homes Subdivision, Plan 43M-535, located south of Dundas Street West and west of Highway 10,
- b) return the Letter of Credit (current value \$53,454.18) securing a Servicing Agreement for Plan 43M-535, to the developer, Ashley Oaks Homes Incorporated,

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6(a)

Operations and Works Committee

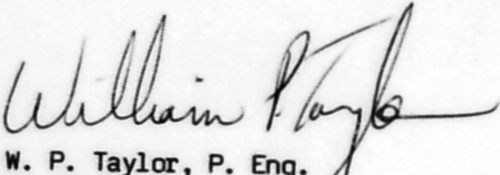
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May 16, 1988

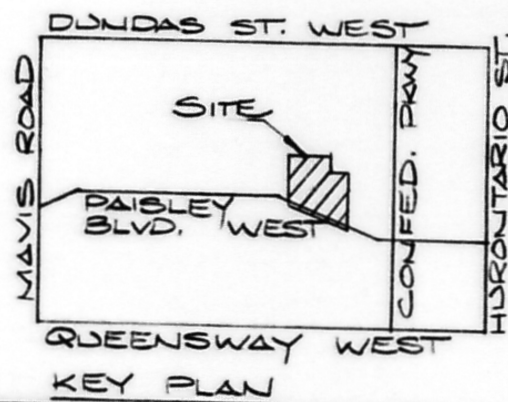
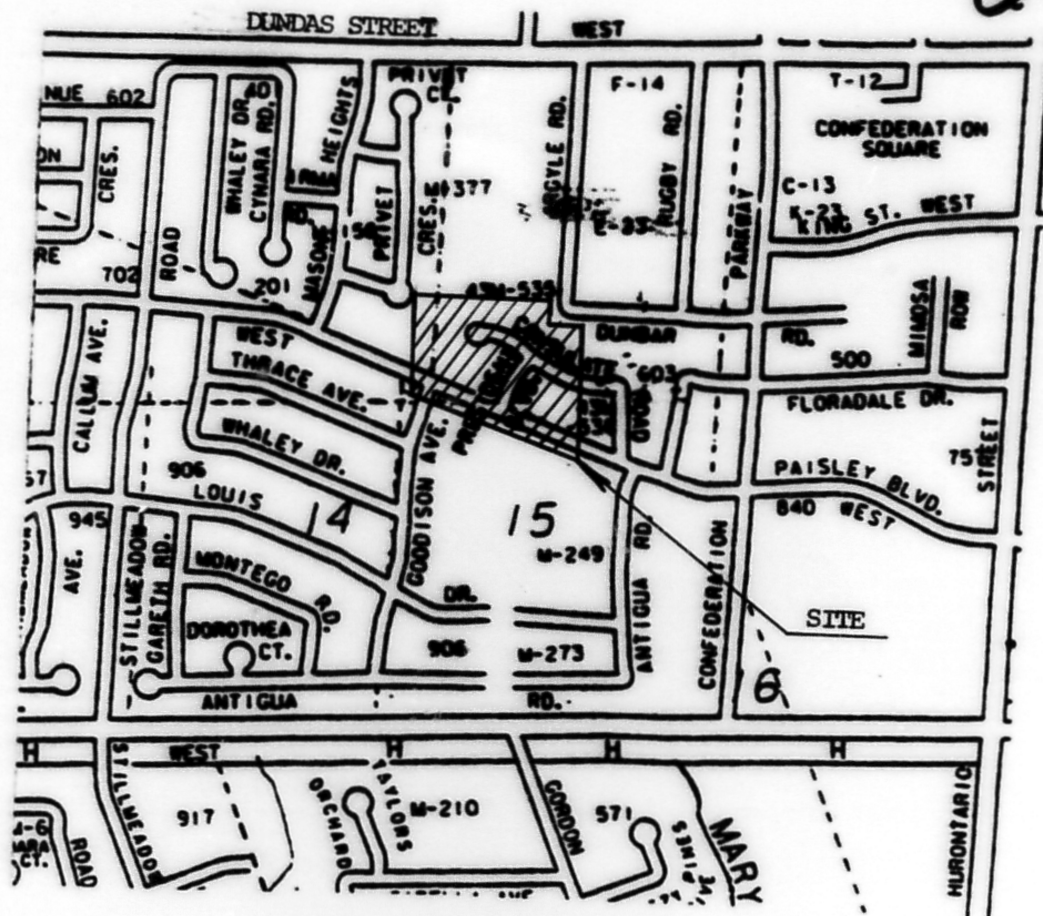
- c) enact a By-law establishing the road allowance within Plan 4M-536, as public highway and part of the municipal system of the City of Mississauga.

DW/jam  
0389E/143E

c.c. L. Harvey  
D. Debenham  
W.H. Munden  
I.W. Scott  
J.D. McKitchen, Region of Peel  
P. Marchiori  
P. Davies

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department





**MISSISSAUGA**  
**Public Works**

DEVELOPMENT ENGINEERING

ASHLEY OAKS HOMES LTD.

REG. PLAN 43M- 535, T-78045

File NO. 16-111-75131





Received by MAY 24 1988  
Clerk's Dept.

Clerk's Files M-536.02

JUN 1 1988

OPERATIONS WORKS.

Originator's Files 16-111-81238  
11 141 00045

DATE: May 16, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Assumption of municipal works for Ashley Developments Limited, Plan 43M-536, located south of Dundas Street West and west of Highway 10 (sketch attached).

ORIGIN: Servicing Agreement dated May 27, 1982 between Ashley Developments Limited (920 Dundas Street East, Mississauga, Ontario, L4Y 2B8), the City of Mississauga and the Regional Municipality of Peel.

COMMENTS: The subject development consists of 23 single family residential lots. As far as the Public Works Department is concerned the developer has complied with all of the requirements in the Servicing Agreement for installation of the municipal services.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Subdivision, Plan 43M-536, located south of Dundas Street West and west of Highway 10,
- b) return the Letter of Credit (current value \$34,024.00) securing a Servicing Agreement for Plan 43M-536, to the developer, Ashley Developments Limited,



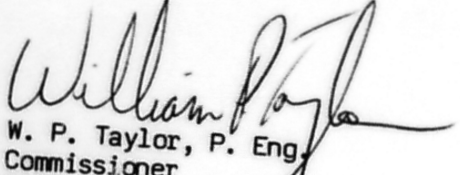
May 16, 1988

7(a)

- c) enact a By-law establishing the road allowance within Plan 43M-536, as public highway and part of the municipal system of the City of Mississauga.

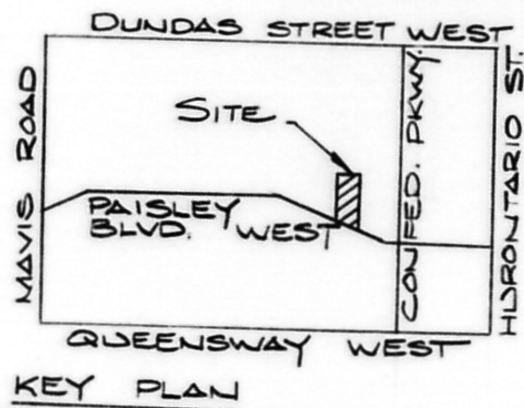
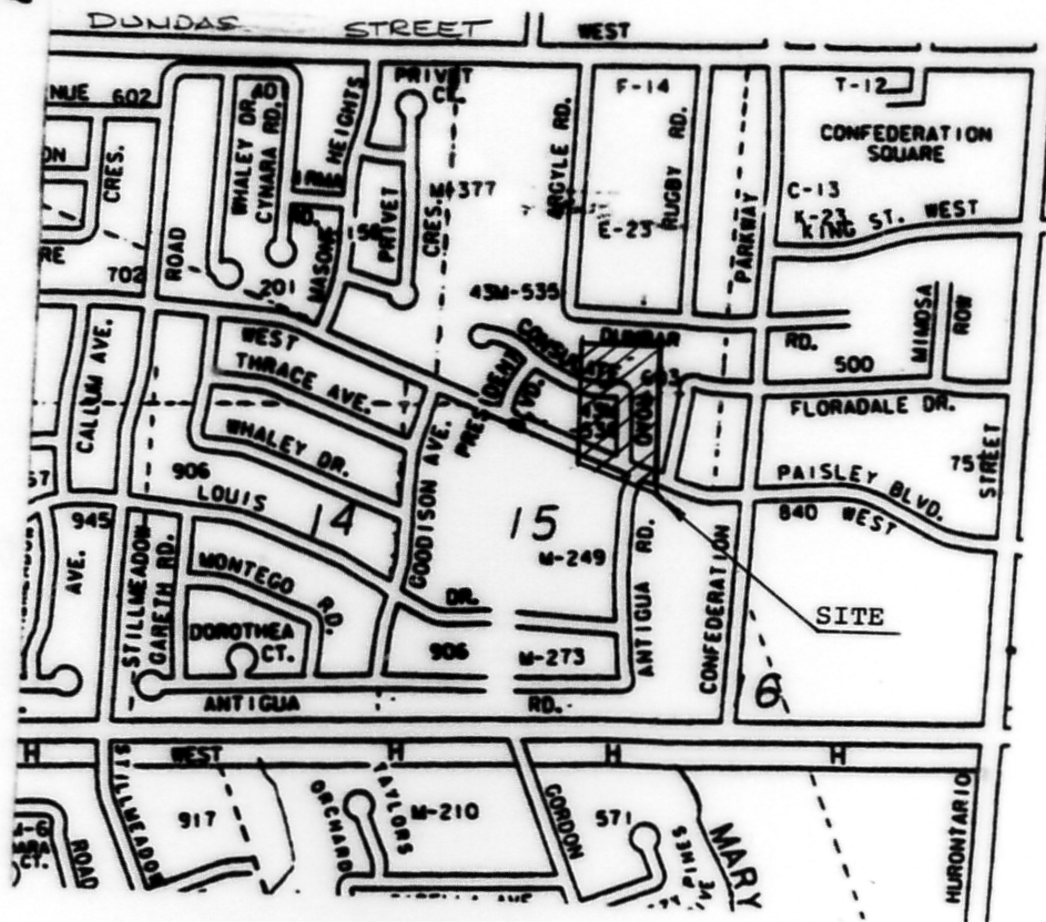
DW/jam  
0389E/143E

c.c. L. Harvey  
D. Debenham  
W.H. Munden  
I.W. Scott  
J.D. McKitchen, Region of Peel  
P. Marchiori  
P. Davies

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department



7 (h)



**MISSISSAUGA**  
Public Works

DEVELOPMENT ENGINEERING

ASHLEY DEVELOPMENTS LTD.

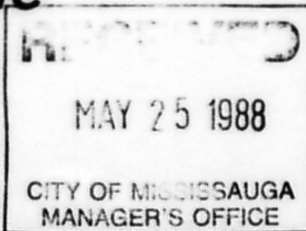
REG. PLAN 43M - 536, T-81042

FILE NO. 16-111-81238





## Corporate Report



Received by  
Clerk's Dept.

MAY 25 1988

Clerk's Files

M-445.02

Original's  
Files

16-111-74167  
11 141 00045

JUN 1 1988

DATE: May 20, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Assumption of municipal works for Sheridan Mills Subdivision Limited, Plan M-445, located south of Britannia Road West and east of Erin Mills Parkway (sketch attached).

ORIGIN: Engineering Agreement between Donlee Holdings Limited (2227 Yonge Street, Suite 606, Toronto, Ontario, M4S 2B4), the City of Mississauga and the Regional Municipality of Peel dated November 23, 1981.

COMMENTS: The subject development consists of 205 residential lots. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan with the exception of minor grading and street sign repairs. The developer has provided a cash settlement for this work in the amount of \$400.00. This work will be completed by a City contractor using these funds. The remaining securities in the amount of \$144,474.99 should be released to the developer, Donlee Holdings Limited.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sheridan Mills Subdivision, Plan M-445, located south of Britannia Road and east of Erin Mills Parkway,
- b) return the Letter of Credit (currently valued at \$144,474.99) securing the Servicing Agreement for Plan M-445 to the developer, Donlee Holdings,

....2



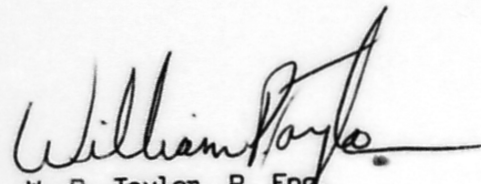
8(a)

Operations and Works Committee

May 20, 1988

-2-

c) enact a By-law establishing the road allowances within Plan M-445, as public highway and part of the municipal system of the City of Mississauga.

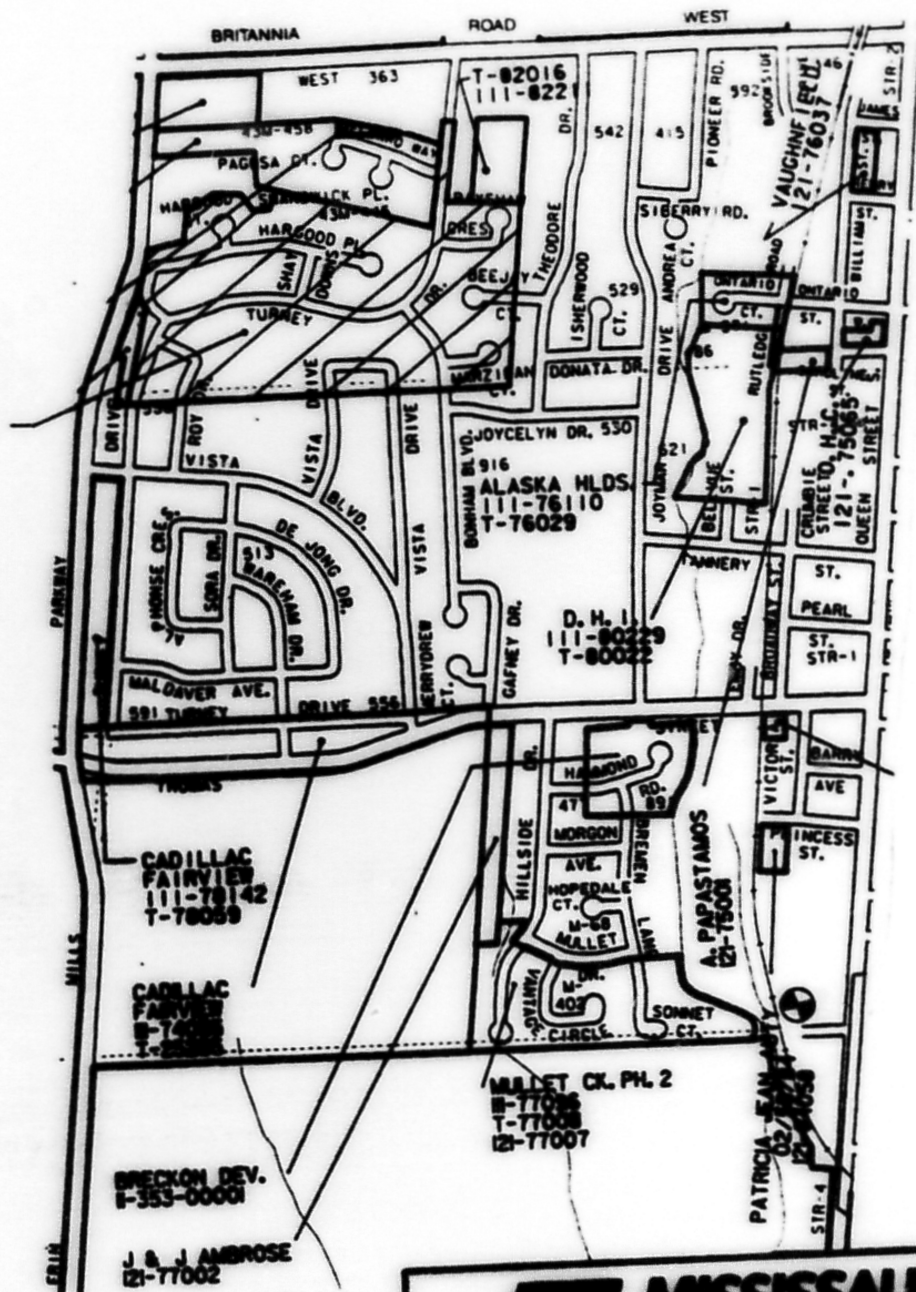
  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department

 JPM/jam  
0389E/143E  
attachment  
c.c. L. Harvey  
D.J. Debenham  
W.H. Munden  
I.W. Scott  
J.D. McKitchan - Region of Peel  
P. Marchiori  
P. Davies



8th

Sheridan Mills  
Subdivision  
Plan 43M-445



**MISSISSAUGA**  
**Public Works**

DEVELOPMENT ENGINEERING

SHERIDAN MILLS SUBDIVISION  
PLAN 43M-445

ASSUMPTION OF MUNICIPAL SERVICES





OPERATIONS WORKS JUN 1 1988

Received by MAY 25 1988  
Clerk's Dept.

M-405.02  
Clerk's Files  
16 111 80232  
16-111-80233  
Original 16-111-80234  
Files 16-111-80235  
16-111-80236  
11 141 00045

DATE: May 24, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreements between Cadillac Fairview Corporation Limited, (20 Queen Street West, Toronto, Ontario, M5H 3R4), the City of Mississauga and the Regional Municipality of Peel, as follows:

| NEIGHBOURHOOD | REGISTERED PLAN | DATE OF AGREEMENT |
|---------------|-----------------|-------------------|
| 311A          | M-405           | February 17, 1981 |
| 311B          | M-406           | February 18, 1981 |
| 311C          | M-407           | February 19, 1981 |
| 311D          | M-408           | February 20, 1981 |
| 311E          | M-409           | February 21, 1981 |

COMMENTS: The subject development consists of 403 residential lots and 30 residential blocks.

The Legal Department is in the process of preparing an agreement between Cadillac Fairview Corporation Limited and the City of Mississauga concerning the future maintenance of Lake Wabukayne. This agreement requires that the developer provide a cash settlement of \$30,000 for future maintenance. A cheque in this amount has already been received by the Finance Department.



May 24, 1988

9(a)

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned registered plans.

CONCLUSION:

It is concluded that since the developer has complied with all the requirements of Engineering Agreements, the City can proceed with the assumption of the municipal services and can release the remaining securities for this subdivision.

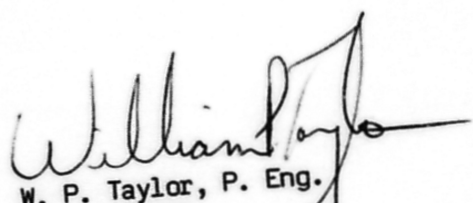
RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard,
- b) return the Letters of Credit securing the Engineering Agreements for Plans M-405, M-406, M-407, M-408 and M-409 (currently valued at \$1,267,383.42) to the developer, Cadillac Fairview Corporation Limited,
- c) enact a By-law establishing the road allowances within Plans M-405, M-406, M-407, M-408 and M-409 as public highways and part of the municipal system of the City of Mississauga.

JBW/jam  
0389E/143E

ENCL

c.c. L. Harvey  
D. Debenham  
W.H. Munden  
I.W. Scott  
J.D. McKitchan, Region of Peel  
P. Marchiori  
P. Davies

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department



Erin Mills NBHDS.  
311D & 311E  
Plans M - 408 &  
M - 409

Erin Mills NBHDS.  
311A 311B & 311C  
Plans M - 405  
M - 406  
M - 407

MISSISSAUGA  
Public Works  
DEVELOPMENT ENGINEERING

Assumption of the Municipal Services  
for the Cadillac Fairview Subdivision-  
Erin Mills NBHDS 311A, 311B, 311C, 311D, 311E  
Plans M - 405 , M - 406, M - 407, M - 408  
& M - 409





## Corporate Report

Received by  
Clerk's Dept. MAY 24 1988

Clerk's Files M-347.02

10

Originator's  
Files  
16 111 80203  
11 141 00045

JUN 1 1988

OPERATIONS WORKS

DATE: May 9, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 309, Plan M-347 located north of Britannia Road West and west of Winston Churchill Boulevard (sketch attached).

ORIGIN: Engineering Agreement between Cadillac Fairview Corporation Limited, (20 Queen Street West, Toronto, Ontario, M5H 3R4), the City of Mississauga and the Regional Municipality of Peel dated February 5, 1980.

COMMENTS: The subject development consists of 183 residential lots and 4 residential blocks. As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreement for the installation of municipal services in Plan M-347.

CONCLUSION: It has been concluded that all terms and conditions of the Engineering Agreement have been complied with and the City may proceed with the assumption of the municipal services and the release of any remaining securities.

RECOMMENDATION: That the City of Mississauga:

- a) assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for the Erin Mills-Meadowvale West Neighbourhood 309, Plan M-347, located north of Britannia Road West and west of Winston Churchill Boulevard,

....2



10(a)

Operations and Works Committee

May 9, 1988

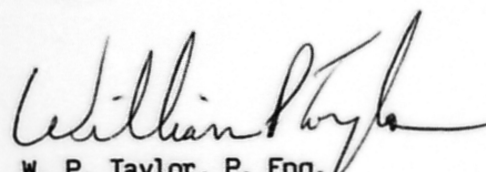
-2-

- b) return the Letter of Credit securing the Engineering Agreement for Plan M-347 (currently valued at \$173,942.36) to the developer, Cadillac Fairview Corporation Limited,
- c) enact a By-law establishing the road allowances within Plan M-347 as public highway and part of the municipal system of the City of Mississauga.

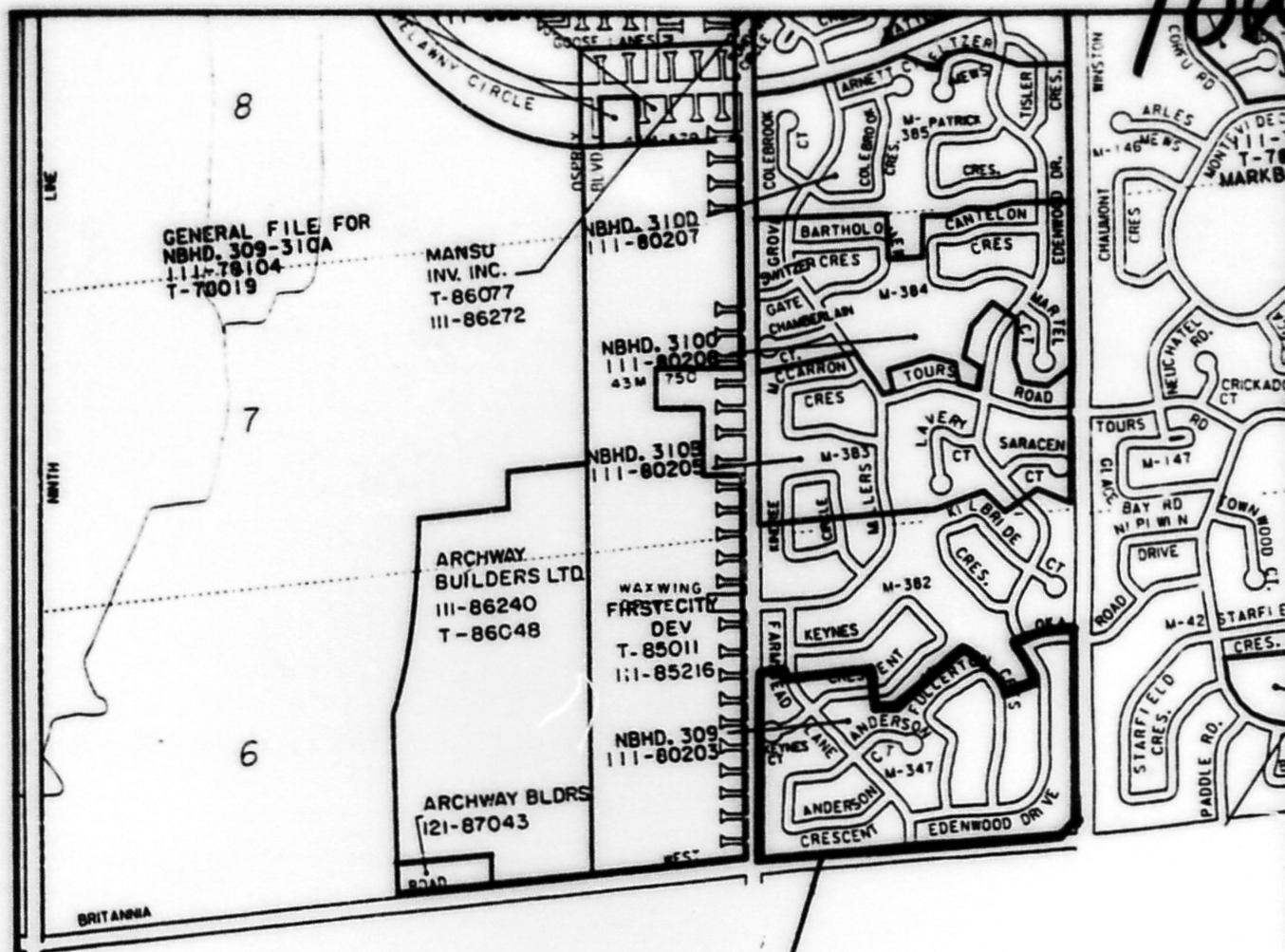
AWM/jam  
0389E/143E

Encl.

c.c. L.J. Harvey  
W.H. Munden  
I.W. Scott  
J. D. McKichan, Region of Peel  
P. Marchiori  
P. Davies  
D. Deberham

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department





**MISSISSAUGA**  
**Public Works**

**DEVELOPMENT ENGINEERING**

Assumption of Municipal Services  
for the Cadillac Fairview Subdivision  
Erin Mills NBHD 309  
Plan M - 347





## Corporate Report

Received by  
Clerk's Dept. MAY 24 1988

Clerk's Files T-83015  
F.02.04.03

Originator's 16 111 85207  
Files 11 141 00045  
11 121 00045

DATE: May 12, 1988 OPERATION WORKS. JUN 1 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, P. Eng., Commissioner, Public Works Department  
SUBJECT: Temporary Closure of Second Line West, between Britannia Road West and Bancroft Drive (sketch attached).  
Fitzwood Subdivision, T-83015

ORIGIN: Request from UMA Engineering Limited, Consulting Engineers, dated April 26, 1988, on behalf of Fitzwood Investments Limited, the developer of Credit Valley Meadows Subdivision located north of Britannia Road West and west of Second Line West.

COMMENTS: Under the terms of the Servicing Agreement for Credit Valley Meadows Subdivision, the developer is required to reconstruct Second Line West from Britannia Road West northerly to Bancroft Drive. This work includes the installation of deep storm and sanitary sewers. Due to the wide excavation required to install these sewers, it is not possible to safely maintain traffic along the existing road bed during construction.

In order to accommodate through traffic, it is recommended that a detour route be provided through the internal subdivision roads, namely Dougay Boulevard, Swinbourne Drive and Bancroft Drive. These roads will be constructed to base asphalt prior to being used as a detour route.

The developer will comply with all the requirements of the Traffic and Transportation Section with regard to traffic control devices and signage.

Fitzwood Investments will be responsible for payment of all costs related to the closure and detour of Second Line West.

CONCLUSION: Second Line West should be closed and traffic can be detoured through the new subdivision roads for the period of July 15, 1988 to August 22, 1988.



Operations and Works Committee

-2-

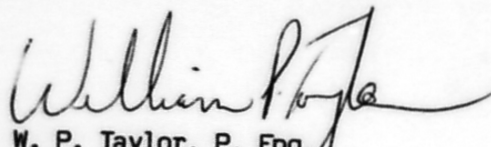
May 2, 1988

11(a)

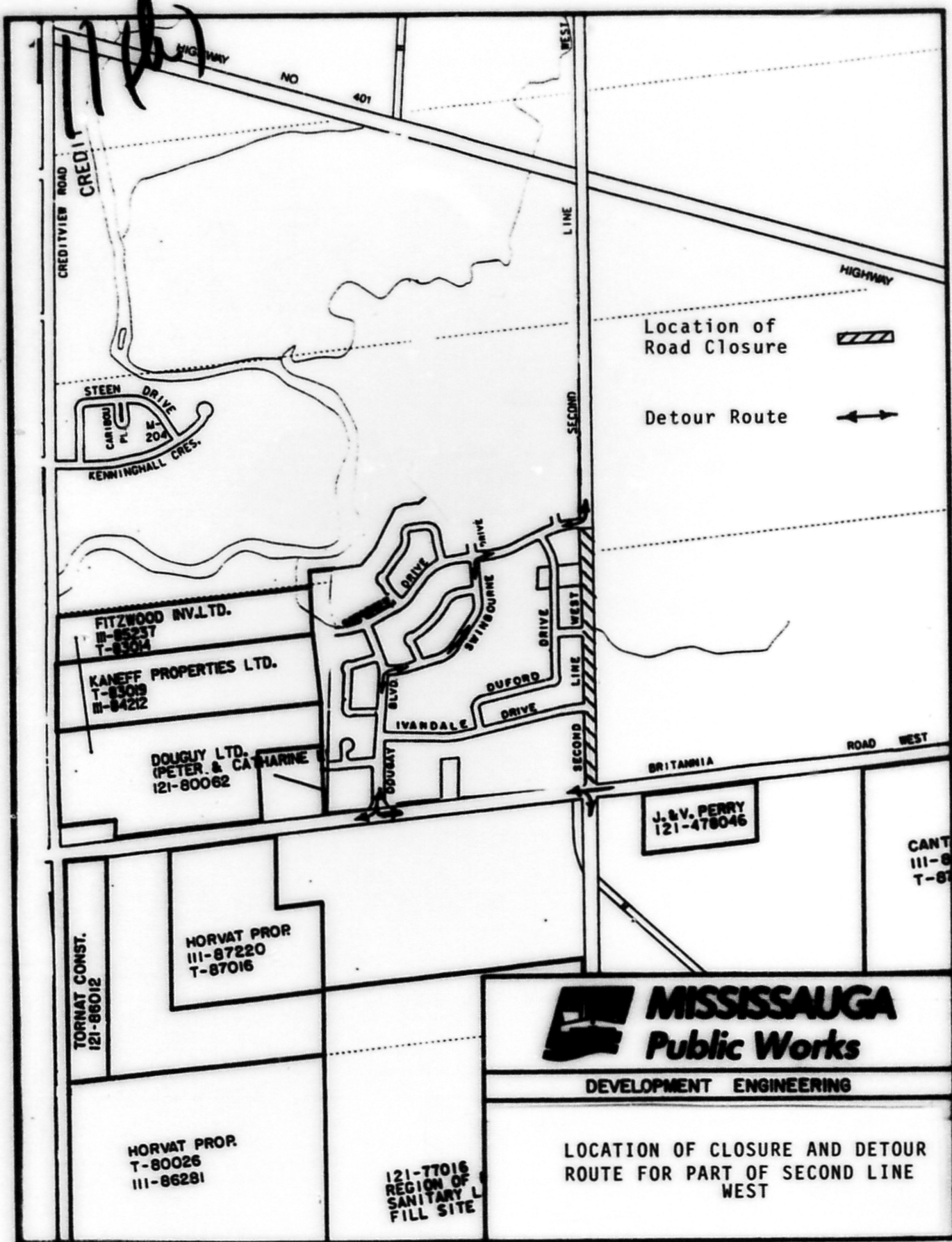
RECOMMENDATION: That a By-law be enacted to implement the closure of Second Line West between Eglinton Avenue West and Bancroft Drive from July 15, 1988 at 7:00 a.m. to August 22, 1988 at 7:00 p.m. for the purpose of the construction of underground services and road base.

AK C-DBB  
AWM/edm  
0389E/143E

c.c. R.G. Charlton  
D.J. Debenham  
R.T. Rinne  
John Thomas, Traffic Section

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department









## Corporate Report

Received by  
Clerk's Dept. MAY 24 1988

Clerk's Files T-86054  
F-02.07

12

OPERATIONS/WORKS JUN 1 1988

Originator's 12 111 00014  
Files 16 111 86264

DATE: May 6, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, Commissioner of Public Works  
SUBJECT: Proposed Street Names for the Annagem Investments Ltd. subdivision, 21T-86054 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: R. E. Winter and Associates Ltd. (4255 Sherwoodtowne Blvd., Mississauga, L4Z 1Y5) submitted the following names as proposed street names for the above development:

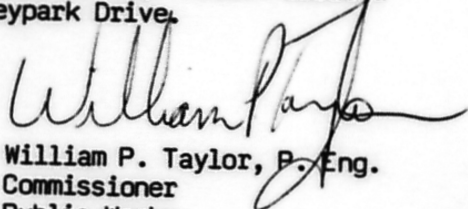
Annagem  
Thames  
Waverley

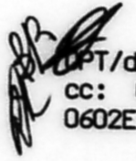
Huronia  
Reading  
Wentworth

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of May 4, 1988 and the name "Annagem" was approved.

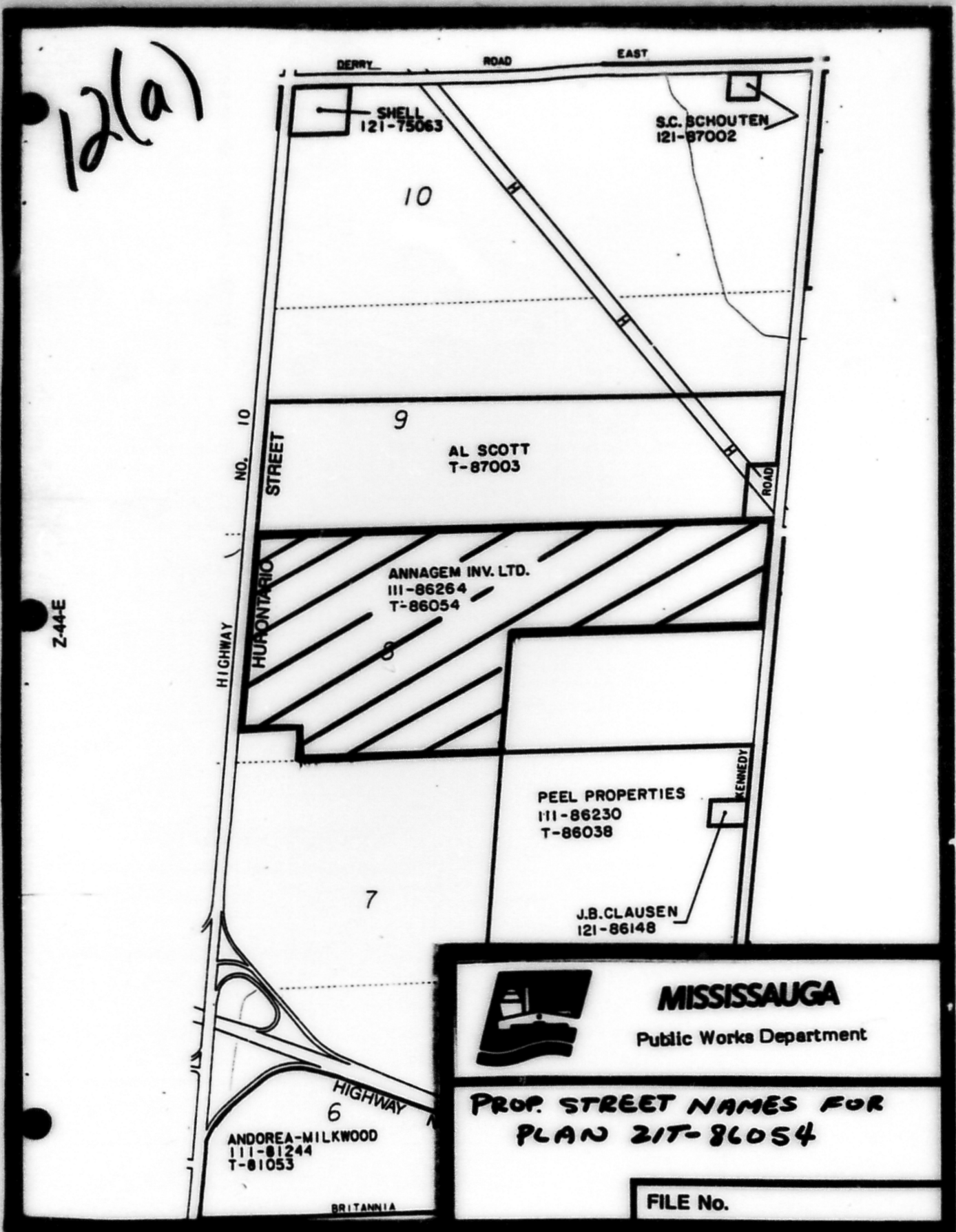
The other names were refused because of confusion with similar street names in the Region of Peel and the name "Wentworth" was previously approved and assigned to a different plan of subdivision.

RECOMMENDATIONS: That the name "Annagem" be approved as a street name for the Annagem Investments Ltd. subdivision, T-86054 located west of Kennedy Road at Courtneypark Drive.

  
William P. Taylor, P. Eng.  
Commissioner  
Public Works

  
PT/ddc  
cc: Councillor F.J. McKechnie  
0602E/101









# Corporate Report

Received by MAY 24 1988  
Clerk's Dept.

Clerk's Files T-86052  
F.02.07

Originator's 12 111 00014  
Files 16 111 86251

13

OPERATION WORKS JUN 1 1988

DATE: May 9, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, Commissioner of Public Works  
SUBJECT: Proposed Street Names for the Erin Mills Development Corporation subdivision, T-86052 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: John D. Rogers and Associates (3564 Hurontario Street, Mississauga, Ontario, L5B 1P3) submitted the following names as proposed street names for the above development.

Crosscurrent  
Gulfstream

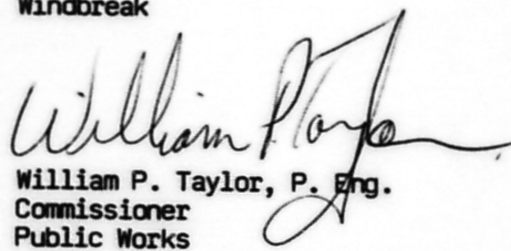
Windbreak

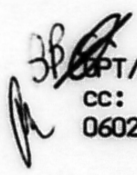
This submission was reviewed by the Region of Peel Street Names Committee at their meeting of May 4, 1988 and all three names were approved.

RECOMMENDATION: That the following names be approved as street names for the Erin Mills Development Corporation subdivision T-86052 located east of Winston Churchill Boulevard and north of Derry Road West.

Crosscurrent  
Gulfstream

Windbreak

  
William P. Taylor, P. Eng.  
Commissioner  
Public Works

  
CPT/ddc  
cc: Councillor T. Southorn  
0602E/107



CITY OF

**RUNNYMEDE DEV.**  
**III-86265**  
**T-86081**  
**121-86114**

**G. VASTIS**  
**121-86127**

ERIN MILLS DEV. CORP.  
T-86106  
III-87210

PETER NELSON DANIELS  
T-04016  
111-04230

MAY, PIRIE, ASSOC., LTD.  
T-84026  
111-84235

**CADILLAC  
FAIRVIEW  
III-75090  
7-75154**

CON. W.H.S.

**ERIN MILLS DEV. CORP.**  
**T-86032**

~~MARK BOWEN~~  
~~11-0022~~  
~~T-0002~~

**MARKBOROUGH  
PROP. LTD.  
-86096  
-86285**

**MARKBOROUGH  
PROPERTIES  
LTD  
121-92-85**

T-81019  
 111-81214  
 T KOVACEVIC  
 IN TRUST  
 121-63-85  
 ROAD

121-81052

**Z-46-W**



**MISSISSAUGA**  
Public Works Department

PROP. STREET NAMES  
FOR PLAN 21T-86052

**FILE No.**





# Corporate Report

Received by  
Clerk's Dept.

MAY 24 1988

Clerk's Files

T-88003  
F.0207

Originator's  
Files

12 111 00014  
T88003

OPERATIONS WORKS

JUN 1 1988

DATE: May 6, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, Commissioner of Public Works  
SUBJECT: Proposed Street Name for the Kenderry Park Ltd.  
Subdivision, T- 88003 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: Hanson Needler Corporation (4230 Sherwoodtowne Blvd., Suite 200, Mississauga, Ontario L4Z 2G6) submitted the following names as proposed street names for the above development:

|                   |                   |
|-------------------|-------------------|
| Commerce Road     | Commercial Avenue |
| Continental Blvd. | Corporation Blvd. |
| Gibraltar Drive   | Granite Road      |
| Kenderry Gate     | Limestone Road    |
| Lionshead Drive   | Marble Road       |
| Obsidian Road     | Quartz Road       |
| Sandstone Road    | Slate Road        |

This submission was reviewed with the Region of Peel Street Names Committee at their meeting of May 4, 1988 and the following names were approved:

|                 |               |
|-----------------|---------------|
| Gibraltar Drive | Kenderry Gate |
| Limestone Road  | Quartz Road   |
| Sandstone Road  | Slate Road    |

The other names were refused because of confusion with similar street names, spelling and pronunciation difficulties.

RECOMMENDATIONS: That the following names be approved as street names for the Kenderry Park Limited subdivision T-88003 located west of Kennedy Road and south of Derry Road East:

|                 |               |
|-----------------|---------------|
| Gibraltar Drive | Kenderry Gate |
| Limestone Road  | Quartz Road   |
| Sandstone Road  | Slate Road    |

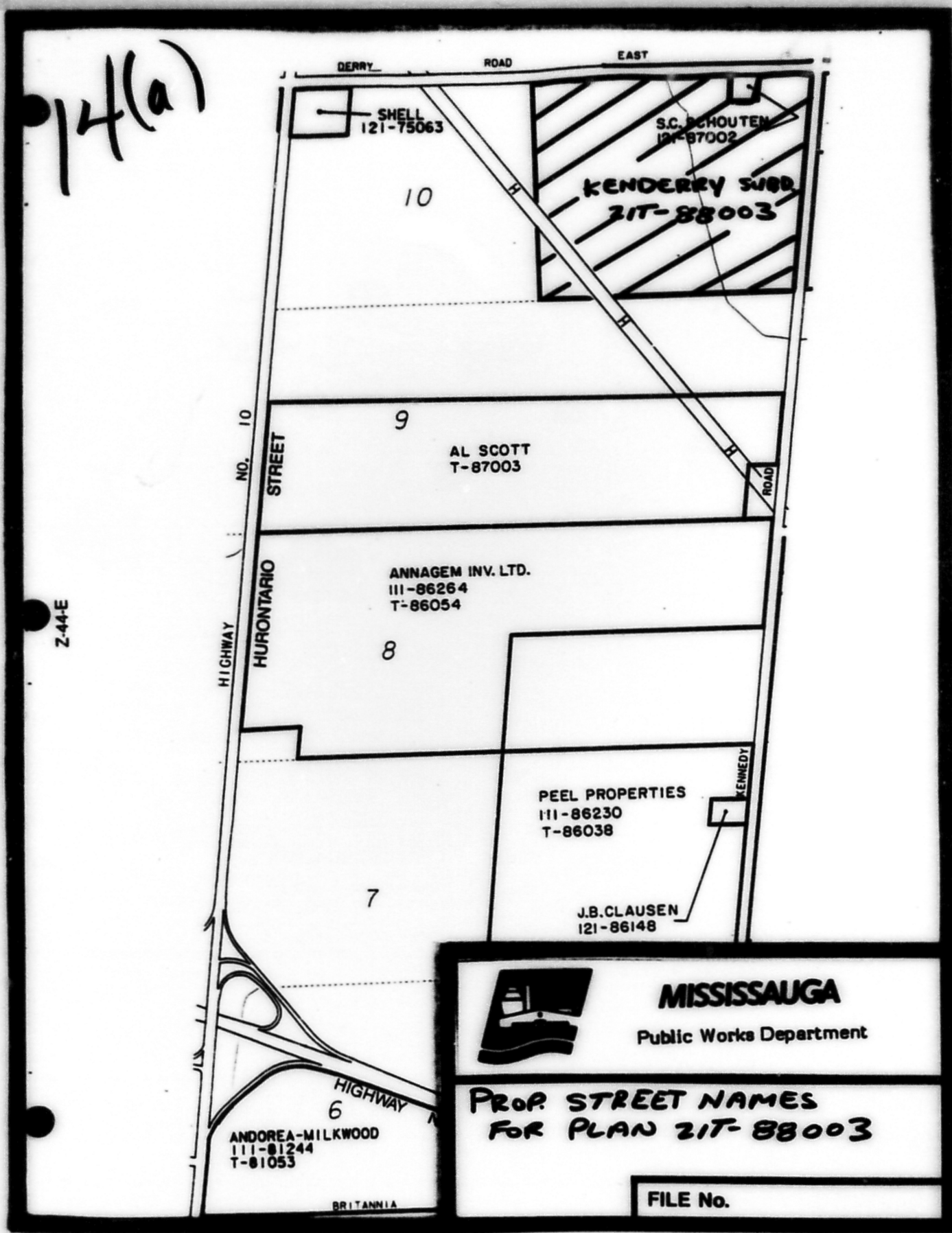
*William P. Taylor*  
William P. Taylor, P. Eng.  
Commissioner  
Public Works

cc: Councillor F.J. McKechnie

0602E/103



14(a)







# Corporate Report

Received by  
Clerk's Dept. MAY 24 1988

Clerk's File # 795017  
F.02.07

Originator's  
File # 12 111 00014  
16 111 85225

OPERATIONS WORKS

JUN 1 1988

DATE: May 6, 1988  
TO: Chairman and Members of the Operations and Works Committee  
FROM: W.P. Taylor, Commissioner of Public Works  
SUBJECT: Proposed Street Name for the Hawthorne Valley Subdivision,  
21T- 85017 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: Adamson/Lawson/Surbray Associates Ltd. (57 Village Centre  
Place, Mississauga, Ontario L4Z 1V9) submitted the  
following names as proposed street names for the above  
development:

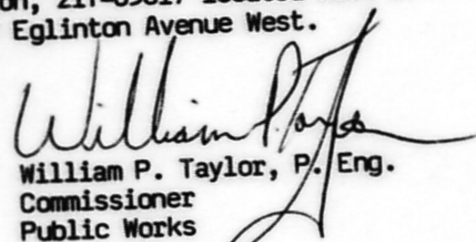
Big John Run  
Waterville Court

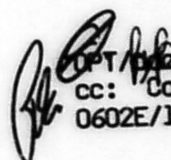
Windy Pines Court

This submission was reviewed by the Region of Peel Street  
Names Committee at their meeting of May 4, 1988 and the  
name "Waterville Court" was approved.

The other two names were refused because of similar street  
names existing in the Region of Peel.

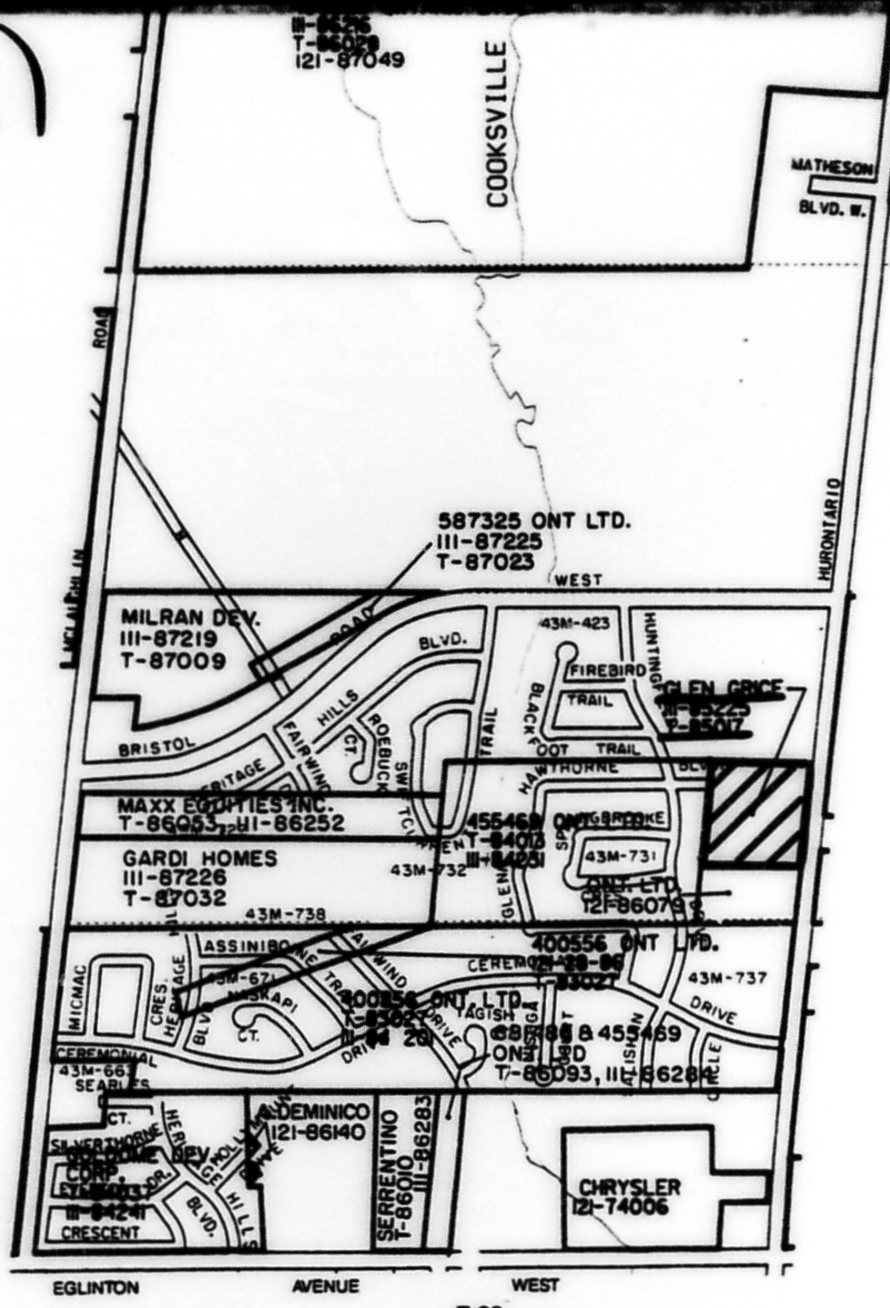
RECOMMENDATIONS: That "Waterville Court" be approved as a street name for  
the Hawthorne Valley subdivision, 21T-85017 located west of  
Hurontario Street and north of Eglinton Avenue West.

  
William P. Taylor, P. Eng.  
Commissioner  
Public Works

  
cc: Councillor T. Southern  
0602E/102



15(a)



Z-29

Z-37-E



**MISSISSAUGA**  
Public Works Department

**PROP. STREET NAME FOR  
PLAN 21T-85017**

FILE No.





## Corporate Report

Received by  
Clerk's Dept.

MAY 24 1988

Clerk's Files

T-87027

F.02.07

JUN 1 1988

OPERATIONS WORKS

Originator's  
Files

11 141 00045

12 111 00014

16 111 87227

DATE: May 6, 1988  
TO: Operation and Works Committee  
FROM: W. P. Taylor, Commissioner of Public Works  
SUBJECT: Proposed Street Names for the Erin Mills Development Corporation Subdivision, 21T-87027 (sketch attached)

ORIGIN: Public Works Department

COMMENTS: John Bousfield Associates Ltd. (219 Front St. E., 2nd floor, Toronto, Ontario M5A 1E8) submitted the following names as proposed street names for the above development:

|               |             |
|---------------|-------------|
| Aragon        | Meadway     |
| Cardigan      | Purley Oaks |
| Chester       | Raeburn     |
| Downsway      | Raglan      |
| Erskine       | Reading     |
| Fieldon Grove | Sanderstead |
| Headington    | Shawfield   |
| Lansdowne     | Snowdon     |
| Leaside       | Southgate   |
| Lichfield     | Stamford    |
|               | Westholme   |

This submission was reviewed by the Region of Peel Street Names Committee at their meeting of May 4, 1988 and the following names were approved:

Fieldon (without the suffix "Grove")  
Leaside  
Raglan

The other names were refused because of confusion with similar street names and pronunciation difficulties.



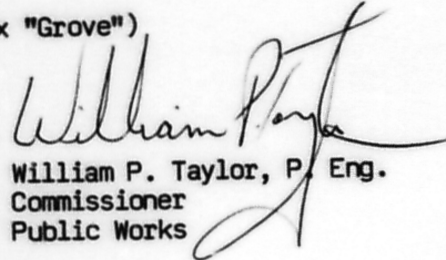
16(a)

File: 12 111 00014  
16 111 87227

RECOMMENDATION:

That the following names be approved as street names for the Erin Mills Development Corporation Subdivision, T-87027 located east of Winston Churchill Boulevard and north of Thomas Street.

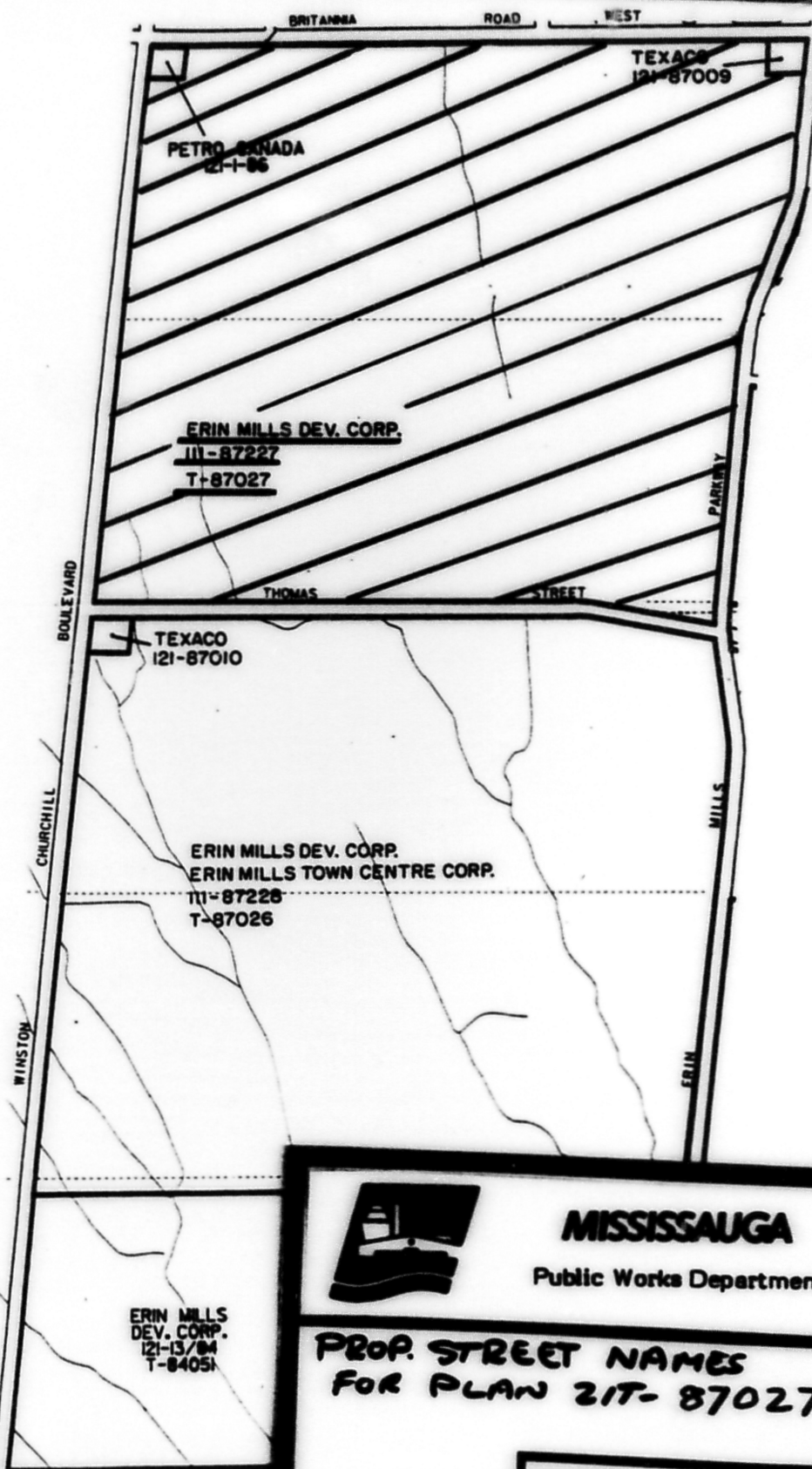
Fieldon (without the suffix "Grove")  
Leaside  
Raglan

  
William P. Taylor, P. Eng.  
Commissioner  
Public Works

  
cc: Councillor T. Southorn  
0602E/97E



Z-57



**MISSISSAUGA**

Public Works Department

**PROP. STREET NAMES  
FOR PLAN 21T-87027**

FILE No.





Received by  
Clerk's Dept.

MAY 24 1988

Clerk's Files

JOS. 85032

Originator's  
Files

P-512

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DATE: May 9, 1988  
TO: CHAIRMAN AND MEMBERS OF THE  
OPERATIONS AND WORKS COMMITTEE  
FROM: COMMISSIONER OF PUBLIC WORKS  
SUBJECT: Agreement in respect of the channelization of  
the Mary Fix Creek by Jannock Limited through  
the Canada Brick Lands

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OPERATIONS WORKS

JUN 1 1988

ORIGIN: Public Works Department.

COMMENTS: As a result of the development of upstream lands, storm channel improvements to the Mary Fix Creek are required through the Canada Brick lands. Following negotiations among the upstream developers, Jannock Limited (Canada Brick) and City staff, a form of agreement has been prepared between the Corporation of the City of Mississauga and Jannock Limited in respect of the required channelization, to the following effect:

1. The upstream developers are to deposit (and have deposited) letters of credit with the Corporation of the City of Mississauga totalling \$550,000.00, representing an amount satisfactory to Canada Brick for the cost of constructing a temporary channelization of the Mary Fix Creek, in rough cut form.
2. Upon completion of the temporary channel, Canada Brick is to grant a temporary easement to the City for the purpose of maintaining the channel.
3. Upon delivery of the easement to the City, the City shall draw upon the letters of credit and pay the funds to Canada Brick.
4. Canada Brick may commence work for the permanent relocation of the Mary Fix Creek.

.../2



17(a)

5. Upon completion of the permanent channel, or upon the registration of a plan of subdivision, the land upon which the permanent channel is located shall be conveyed to the City.
6. Canada Brick and its successors and assigns will receive credit on account of watercourse improvement levies payable at the time of development or subdivision of the Canada Brick lands, equal to the actual cost of creating and constructing the permanent channel up to a maximum of the amount of the watercourse improvement levies then payable. A preliminary estimate of the cost at this time is \$2,538,800.00 which is well in excess of the estimated watercourse improvement levies as of this date. Such a credit is in accordance with the City's current development policies and procedures.

Canada Brick has indicated that it is possible to interpret the agreement as authorizing an undertaking, a portion of the cost of which is to be raised in subsequent years, beyond the term of the present Council. Therefore, Canada Brick would like the agreement to be approved by the Ontario Municipal Board, even though the only cost to the City would appear to be the levy credit as well as the subsequent requirements for the maintenance and repair of the storm channel once the lands have been conveyed.

CONCLUSION:

That the Corporation of the City of Mississauga enter into the agreement with Jannock Limited for the temporary and permanent channel improvements of the Mary Fix Creek through the Canada Brick lands.

RECOMMENDATION:

That a by-law be enacted authorizing the execution of the agreement dated the 1st day of March, 1988 between the Corporation of the City of Mississauga and Jannock Limited and that such by-law contain a provision that it shall not take effect until the by-law and the said agreement have been approved under Subsection 64(1) of the Ontario Municipal Board Act, and that the Clerk be directed to make application for such approval.

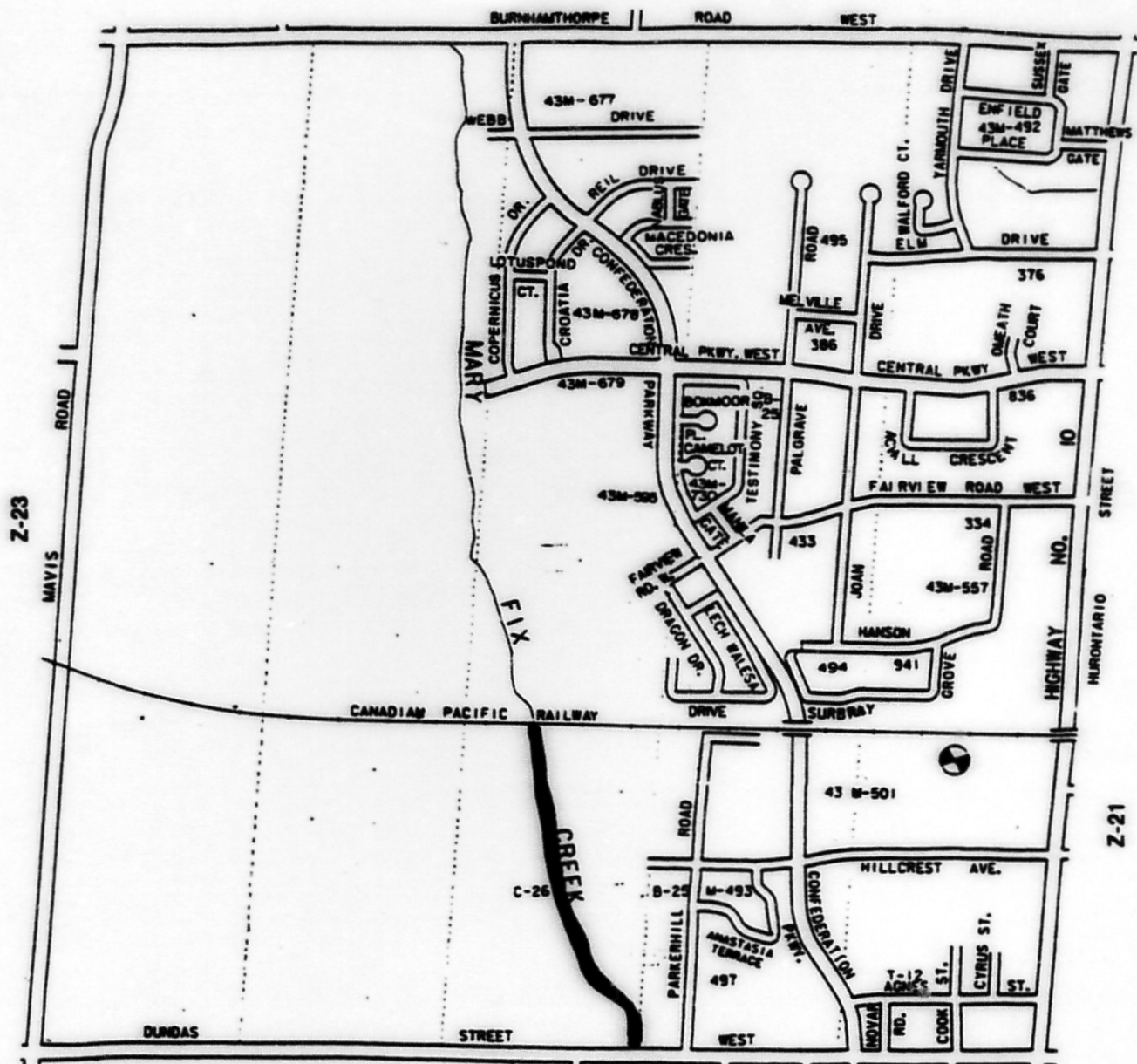
Commissioner of Public Works

RKG:is  
1487L



17th

Z-29



Z-15

Z-22





## Corporate Report

Received by  
Clerk's Dept.

MAY 25 1988

Clerk's Files

208-01

18

Originator's  
Files

OPERATIONS WORKS. JUN 1 1988

DATE: May 24th, 1988  
TO: Chairman & Members of the Operations & Works Committee  
FROM: Gordon E. Bentley, Fire Chief  
SUBJECT: Toronto Area Rail Transportation of Dangerous Goods  
Task Force -  
Consultant's Summary Report -

ORIGIN: Request for Report 79-88

BACKGROUND: At the meeting of City Council on March 7, 1988, the Fire Department presented a report reviewing the Toronto Area Rail Transportation of Dangerous Goods, Consultants Summary Report.

The Fire Department report summarized the consultant's report and provided two recommendations:

1. That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.
2. Further, that the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in AIT being applied to the Halton/York CN lines.

After review of the report, Council requested that the matter be deferred for a further report with respect to the following:

- a) The number of level crossings on the present route versus the number of level crossings on the diverted route;



## BACKGROUND CONT'D.

- b) a recommendation encouraging the Federal Government to proceed with the matter of funding for grade separations at existing level crossings;
- c) a review of safety measures such as berming for residential development adjacent to rail lines;
- d) the increase in risk on the diverted route versus the risk on the present routes.

## COMMENTS:

The Consultant's Summary Report did not contain sufficient data to answer the questions posed by Council. The Fire Department contacted Mr. L.R. Kidman, P. Eng., Project Director, Rail Task Force Dangerous Goods, Toronto, to obtain additional information regarding the Toronto Area Rail Transportation Dangerous Goods Report. The Fire Department received:

- . A copy of a scale map of the study area. The map details the rail routes and the existing road system in the study area.
- . The rail infrastructure inventory which detailed the Canadian National and Canadian Pacific rail systems in the study area.
- . A copy of the 1986 Summary of Rail Accidents/Incidents as reported to the Canadian Transport Commission.
- . Additional verbal information provided by Mr. Kidman.

A comparison was made between the existing dangerous goods routes and the proposed A2 dangerous goods route. Under the existing routes, Canadian National Railway presently transports the bulk of its dangerous goods not destined for Toronto along the rail line that runs from Georgetown through Brampton and along the northerly boundary of Metro Toronto. These routes are known as Halton and York subdivisions. Canadian Pacific Railway transports its dangerous goods along the CP line that runs from Milton through central Mississauga and the centre of Metro Toronto. These routes are known as the Galt, North Toronto, and Belleville subdivisions.



May 24th, 1988. 186

## COMMENTS CONT.

The A2 rerouting proposal would take the CP dangerous goods traffic destined for locations outside of Metro Toronto and switch them to the CN line that passes through Georgetown, Brampton and the northerly boundary of Metro Toronto. The present CP route has 28 public and 2 private level rail crossings. The CN route which is presently used for dangerous goods traffic and proposed to be used for rerouted CP traffic, has 29 public and 1 private level crossings.

The 1986 Summary of Railway Accidents gives a detailed breakdown of the number and types of accidents. Excerpts from this report are included in Appendix A. The report shows that in 1986, 59.3% of all rail accidents occurred at level crossings and further, that 40% of all fatalities occurred at level crossing accidents. The summary indicates the number of accidents over the last 8 years has decreased considerably.

The increase in societal risk for the A2 proposal along the entire route, including the Halton area, is approximately 10%. This increased risk would be offset by a decrease in risk by approximately 10% if the provisions of the AIT proposal are incorporated. AIT would provide for the installation of the most technically advanced safety systems along the Halton and York line.

Buffer zones and berming are addressed briefly in the consultant's report. In Mississauga it would be difficult to institute buffer zones since the areas along the rail routes are basically developed. The installation of berms would also be difficult since there is limited land available adjacent to the tracks on which a reasonable size berm can be constructed. Berms can be effective in containing cars during a derailment if the berms are high enough and massive enough to hold the cars back. Berms could also be effective in containing large pool fires should a fire occur as a result of a derailment, however, berms can also complicate emergency operations, especially when dealing with heavier than air flammable and toxic vapours.



CONCLUSIONS:

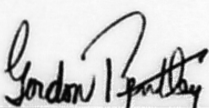
- . Accidents at level crossings form a significant percentage of the total number of railway accidents and contribute to the greatest number of lives lost due to rail accidents.
- . The increase risk to the residents of Malton is in the area of 10% with the A2 rerouting proposal. However, this would be reduced by the provisions of new technology and the risk to residents of Ward 5 would remain at current levels.
- . Overall the A2 and the AIT proposals reduce the societal risk in other areas of Mississauga by 50%.
- . The provisions of earthen berms could have some effect on the outcome of rail accidents, however, much of the lands adjacent to rail lines in Mississauga has already been developed and berming is not feasible.

RECOMMENDATIONS:

That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.

Further, that the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in AIT being applied to the Halton/York CN lines.

And further, that the City of Mississauga recommends to the Canadian Transport Commission that grade separations be provided at all level crossings in the study area and that the Federal Government provide funding for the construction of grade separations.

  
Gordon E. Bentley  
Fire Chief

GEB:cr  
c.c. D. A. Lychak, City Manager  
Doc. 3040I



18(d)

APPENDIX 'A'

Excerpts from

1986 SUMMARY

OF RAILWAY ACCIDENTS/INCIDENTS

AS REPORTED TO THE

CANADIAN TRANSPORT COMMISSION



1862

Figure 1.1  
TRAIN ACCIDENTS AND CARLOAD TONNAGE HANDLED  
1979-1986  
(1979 = 100)

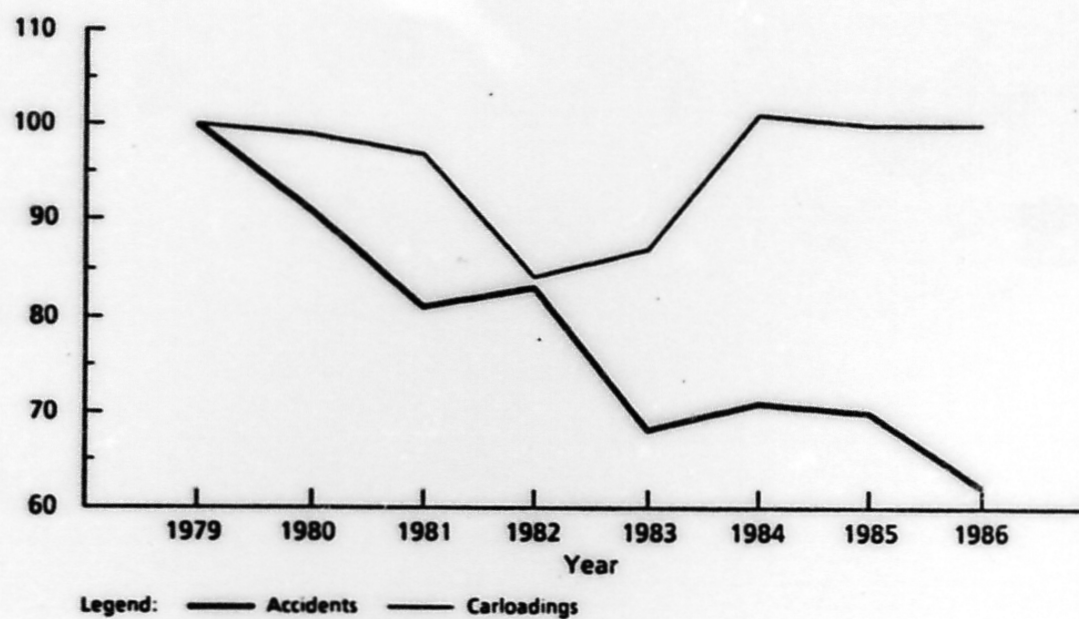


Figure 1.2  
TRAIN ACCIDENTS BY TYPE  
1986

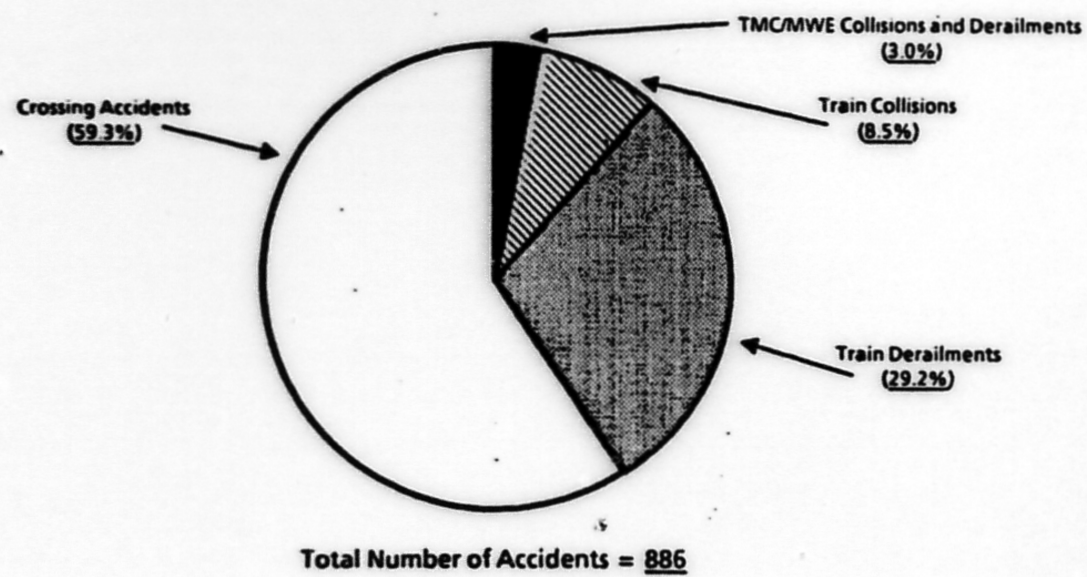




TABLE 1.2  
NUMBER OF ACCIDENTS AND INCIDENTS  
1979 - 1986

184)

|                                                                 | 1979         | 1980         | 1981         | 1982         | 1983         | 1984         | 1985         | 1986         |
|-----------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <u>Train Accidents</u>                                          |              |              |              |              |              |              |              |              |
| Train Collisions                                                | 80           | 97           | 108          | 101          | 92           | 102          | 72           | 75           |
| Train Derailments                                               | 339          | 292          | 348          | 327          | 254          | 273          | 278          | 259          |
| Crossing Accidents                                              | 937          | 826          | 763          | 691          | 567          | 596          | 606          | 525          |
| TMC/MWE Collisions/<br>Derailments*                             | 68           | 81           | 69           | 61           | 53           | 45           | 39           | 27           |
| Total Train Accidents                                           | <u>1,424</u> | <u>1,296</u> | <u>1,288</u> | <u>1,180</u> | <u>966</u>   | <u>1,016</u> | <u>995</u>   | <u>886</u>   |
| Train Service Accidents**                                       | N/A          | N/A          | <u>729</u>   | <u>614</u>   | <u>703</u>   | <u>572</u>   | <u>528</u>   | <u>433</u>   |
| <u>Incidents</u>                                                |              |              |              |              |              |              |              |              |
| Fires                                                           | 246          | 229          | 221          | 273          | 254          | 202          | 226          | 231          |
| Dangerous Commodities                                           | 51           | 107          | 157          | 105          | 288          | 418          | 336          | 398          |
| All Other Incidents**                                           | N/A          | N/A          | <u>2,886</u> | <u>2,811</u> | <u>2,383</u> | <u>2,564</u> | <u>2,707</u> | <u>2,697</u> |
| Total Incidents                                                 |              |              | <u>3,264</u> | <u>3,189</u> | <u>2,925</u> | <u>3,184</u> | <u>3,269</u> | <u>3,326</u> |
| <u>D.C. Related Portion of<br/>Train Accidents</u>              |              |              |              |              |              |              |              |              |
| Train Collisions                                                | 17           | 44           | 65           | 67           | 56           | 66           | 43           | 50           |
| Train Derailments                                               | 42           | 65           | 132          | 101          | 94           | 100          | 142          | 144          |
| Crossing Accidents                                              | 2            | 11           | 4            | 8            | 9            | 10           | 8            | 6            |
| <u>Carload Traffic Handled<br/>(Thousands of Metric Tonnes)</u> |              |              |              |              |              |              |              |              |
|                                                                 | 237.4        | 235.6        | 229.7        | 199.4        | 206.7        | 239.9        | 237.9        | 237.0        |

\* TMC: Track Motor Car  
MWE: Maintenance of Way Equipment

\*\* Beginning with the 1982 Report, the statistical presentation of accident statistics changed. A complete time series is not possible because in earlier years a large portion of the injuries sustained in the Train Service Accidents were included under Miscellaneous Personal Injuries.



18(g)

TABLE 1.4  
CASUALTIES BY TYPE OF PERSON  
1979 - 1986

|                          | 1979         | 1980         | 1981         | 1982         | 1983         | 1984         | 1985         | 1986         |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b><u>Fatalities</u></b> |              |              |              |              |              |              |              |              |
| Passengers               | 0            | 0            | 1            | 1            | 4            | 0            | 1            | 16           |
| Employees                | 10           | 10           | 13           | 17           | 16           | 11           | 11           | 19           |
| Other                    | <u>141</u>   | <u>179</u>   | <u>140</u>   | <u>128</u>   | <u>106</u>   | <u>113</u>   | <u>117</u>   | <u>81</u>    |
| Total Fatalities         | <u>151</u>   | <u>189</u>   | <u>154</u>   | <u>146</u>   | <u>126</u>   | <u>124</u>   | <u>129</u>   | <u>116</u>   |
| <b><u>Injuries</u></b>   |              |              |              |              |              |              |              |              |
| Passengers               | 400          | 334          | 636          | 667          | 534          | 429          | 554          | 571          |
| Employees                | 3,358        | 3,137        | 3,189        | 2,962        | 2,658        | 2,720        | 2,672        | 2,678        |
| Other                    | <u>453</u>   | <u>428</u>   | <u>412</u>   | <u>337</u>   | <u>319</u>   | <u>324</u>   | <u>320</u>   | <u>274</u>   |
| Total Injuries           | <u>4,211</u> | <u>3,899</u> | <u>4,237</u> | <u>3,966</u> | <u>3,511</u> | <u>3,473</u> | <u>3,546</u> | <u>3,523</u> |



SECTION 4  
CROSSING ACCIDENTS

18d)

Accidents

A crossing accident is one where any unit of rolling stock on the rails strikes or is struck by a user of a public, private or farm crossing, and damage or injury results. All accidents at public crossings are reportable, private or farm crossings being reportable only if they involve a casualty/dangerous commodity (D.C.)/property damage in excess of \$750 for mainline operations.

There were a total of 525 crossing accidents reported to the Canadian Transport Commission in 1986 which is an all time low. The 1986 total represented a sharp decline of 13.4% from the previous year. This decline can partly be explained by increased recognition of the risks associated with drinking and driving, continuing engineering improvements and ongoing driver awareness programs. Since private and farm crossings are only reportable if they involve a casualty/D.C., the majority of reportable crossing accidents are those at public (highway) crossings. There were 497 such public crossing accidents in 1986, with accidents at crossings equipped with automated warnings slightly outnumbering those at crossings with passive warnings. This is in contrast to the actual number of public highway/railway grade crossings in Canada; in 1986 crossings equipped with passive warnings outnumbered those equipped with automated warnings by a ratio of 7:3 (Fig. 4.2). However, crossings with automated warnings have much greater train and vehicular traffic than crossings with passive warnings and this produces greater accident risk. Table 4.2 is a breakdown of crossing accidents by protection type.

The provinces of Ontario and Quebec together accounted for 59% of the 497 public crossing accidents in 1986. These two provinces also accounted for 55% of all Canadian motor vehicle registrations and just over one-third of the some 27,200 public highway/railway crossings in Canada. The number of accidents at public crossings is shown by province in Fig. 4.3(a). There were approximately two accidents for every 100 crossings in Canada as a whole. Quebec, B.C. and Ontario had values well above the national average whereas accident ratios for the Atlantic and the Prairie provinces were well below the value for Canada.

In 1986, crossings equipped with passive warnings accounted for 71% of the total public crossings in Canada. The accident ratios with respect to public crossings equipped with automated and passive warnings are shown in Fig. 4.3(b). The values for Canada were 3.3 and 1.2 accidents respectively for every 100 crossings. However, crossings with passive warnings are not used as frequently as crossings with automated warnings. Looking at the accident ratios at crossings equipped with automated warnings therefore, as a better indicator of relative safety performance, the Atlantic provinces as a whole had the best record in 1986 followed by Manitoba. Ontario's record was superior or comparable to the other provinces even though it accounts for the largest number of crossings equipped with automated warnings in Canada.



Owing to the unpredictable driving conditions during the winter season, this period is the most critical for crossing accidents: the months of January, February and December accounted for one-third of all reported crossing accidents in 1986. Fig. 4.4 illustrates the fluctuation in crossing accidents by time of year. The minor peaks during certain summer/fall months are presumably due to the increased volume of holiday traffic.

Two out of every three crossing accidents occur during the daytime. Fig. 4.5, which shows the variation in crossing accidents by time of day, indicates a higher probability for an accident occurring during the mid-day hours owing to the large volume of commercial and private motor-vehicle traffic during this time period. Accidents appear to taper off by mid-afternoon after which the 'after-office' rush hour accounts for another very high peak in crossing accidents. The morning rush hour is not as critical since drivers are presumably more alert at this time. Accidents during the late evening hours may be attributable to factors such as fatigue and alcohol consumption. The numbers are fairly constant during these hours and there is a minor peak around midnight/1.00 a.m. at which time late night businesses close; accidents then drastically drop in number until the morning.

Crossing accidents in which a train strikes the vehicle outnumber those accidents where the vehicle strikes the train by 3 to 2. Part of the explanation lies in the fact that motor vehicle drivers are apt to be impatient and rather than wait for the approaching train, they may be tempted to take chances when a crossing is clear of rolling stock. Fig. 4.6 is a graphical representation of 1986 public crossing accidents by impact type. The figure illustrates the percentage breakdown of impact type by day and night, and then takes the breakdown one step further by subdividing the above accidents into those that occurred at crossings equipped with automated and passive warnings respectively.

Some 85% of the rolling stock involved in crossing accidents were freight movements. Passenger trains accounted for another 11% and the rest involved movements of track motor cars and maintenance of way equipment. In terms of train-mile performance, freight movements normally account for four times the volume of passenger traffic. Crossing accidents by vehicle type are presented in Table 4.5. A little under one-fourth of all vehicle registrations are trucks and buses (75% being passenger automobiles) and yet nearly one-third of all crossing accidents involved trucks.

The risk of dangerous commodities (D.C.) being involved in a crossing accident is considerably less than that in a collision or derailment. Over the years, D.C. related crossing accidents have always amounted to less than 2% of the total reportable crossing accident totals. Crossing accidents also generally do not result in a derailment of rolling stock. There were 10 such cases in 1986 as compared to 11 in 1985.

The number of crossing accidents per million motor vehicle registrations declined from 41 in 1985 to 35 in 1986. Crossing accidents per million train-miles also dropped from 7.66 in 1985 to 6.66 in 1986. Accident rates had actually levelled off between 1983-1985 after the fairly high values recorded in the years 1979-1982. A breakdown of 1986 crossing accidents by type



of traffic gives the following: there were 3.92 crossing accidents involving passenger trains per million passenger train-miles; the corresponding figure for accidents involving freight trains per million freight train-miles was 7.03.

#### Casualties

Fig. 4.7 illustrates an interesting fact: the majority of crossing accidents do not result in casualties. In 1986, only 7% of all crossing accidents resulted in at least one fatality while an additional 32% resulted in injury. In the years 1984 and 1985 there were 51 and 50 fatality related crossing accidents, and these resulted in 70 and 58 annual fatalities respectively. In 1986, however, there were only 39 fatality related accidents resulting in an all-time low of 46 fatalities. Fig. 4.8 shows the frequency distribution for crossing fatalities and the accidents causing them for the years 1984-1985. For example in 1986 there were 36 single fatality accidents, 1 accident with 2 fatalities and 2 accidents with 4 fatalities each; in 1985, however, there were 42 single fatality accidents and 8 accidents with 2 fatalities each. The very high figure in 1984 is due to the large number of multiple fatality accidents as illustrated in Fig. 4.8.

Crossing accidents normally account for nearly half of all railway related fatalities. In 1986, however, crossing accidents accounted for 40% of railway fatalities owing to the sudden increase in train collision fatalities as a result of the Hinton accident. The majority of crossing accident fatalities are motor vehicle occupants and not railway employees or passengers. In 1986, motor vehicle occupants accounted for 87% of all crossing fatalities, the remainder being mainly pedestrians. Motor vehicle occupants also accounted for some 87% of total injuries at railway crossings. Injuries dropped sharply by 27% from 335 in 1985 to 246 in 1986. However, a large portion of this difference is attributable to four multiple-injury accidents in 1985 involving passenger trains. (Together, these 1985 accidents accounted for 2 fatalities and 54 injuries. Of these injuries, 49 were to railway passengers).



TABLE 4.2  
NUMBER OF CROSSING ACCIDENTS BY REPORTING RAILWAY  
1979 - 1986

|                     | 1979       | 1980       | 1981       | 1982       | 1983       | 1984       | 1985       | 1986       |
|---------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| <u>CN</u>           |            |            |            |            |            |            |            |            |
| Public Crossings    | 518        | 404        | 399        | 361        | 285        | 322        | 310        | 269        |
| Private Crossings   | 31         | 21         | 25         | 23         | 24         | 18         | 23         | 13         |
| Farm Crossings      | <u>5</u>   | <u>3</u>   | <u>5</u>   | <u>7</u>   | <u>1</u>   | <u>5</u>   | <u>4</u>   | <u>0</u>   |
| Total CN            | <u>554</u> | <u>428</u> | <u>429</u> | <u>391</u> | <u>310</u> | <u>345</u> | <u>337</u> | <u>282</u> |
| <u>CP</u>           |            |            |            |            |            |            |            |            |
| Public Crossings    | 290        | 303        | 266        | 245        | 211        | 217        | 222        | 207        |
| Private Crossings   | 18         | 12         | 13         | 7          | 3          | 8          | 7          | 10         |
| Farm Crossings      | <u>2</u>   | <u>9</u>   | <u>7</u>   | <u>1</u>   | <u>2</u>   | <u>1</u>   | <u>3</u>   | <u>3</u>   |
| Total CP            | <u>310</u> | <u>324</u> | <u>286</u> | <u>253</u> | <u>216</u> | <u>226</u> | <u>232</u> | <u>220</u> |
| <u>Other</u>        |            |            |            |            |            |            |            |            |
| Public Crossings    | 67         | 70         | 46         | 44         | 40         | 24         | 36         | 21         |
| Private Crossings   | 6          | 4          | 2          | 1          | 0          | 1          | 1          | 2          |
| Farm Crossings      | <u>0</u>   | <u>0</u>   | <u>0</u>   | <u>2</u>   | <u>1</u>   | <u>0</u>   | <u>0</u>   | <u>0</u>   |
| Total Other         | <u>73</u>  | <u>74</u>  | <u>48</u>  | <u>47</u>  | <u>41</u>  | <u>25</u>  | <u>37</u>  | <u>23</u>  |
| <u>All Railways</u> |            |            |            |            |            |            |            |            |
| Public Crossings    | 875        | 777        | 711        | 650        | 536        | 563        | 568        | 497        |
| Private Crossings   | 55         | 37         | 40         | 31         | 27         | 27         | 31         | 25         |
| Farm Crossings      | <u>7</u>   | <u>12</u>  | <u>12</u>  | <u>10</u>  | <u>4</u>   | <u>6</u>   | <u>7</u>   | <u>3</u>   |
| Total All Railways  | <u>937</u> | <u>826</u> | <u>763</u> | <u>691</u> | <u>567</u> | <u>596</u> | <u>606</u> | <u>525</u> |

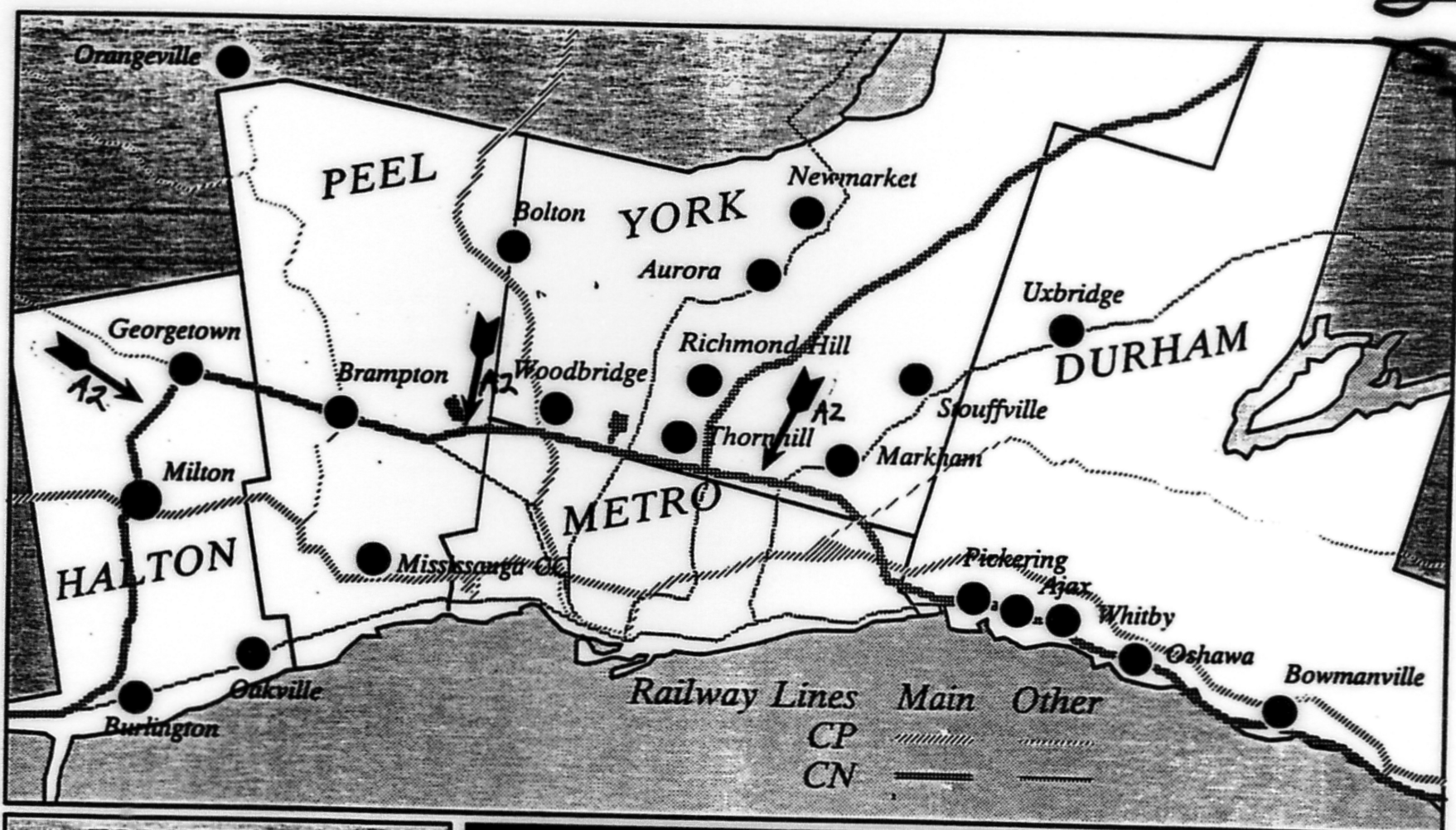


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TABLE 4.3  
CROSSING ACCIDENT CASUALTIES BY REPORTING RAILWAY  
1979 - 1986

|                          | 1979       | 1980       | 1981       | 1982       | 1983       | 1984       | 1985       | 1986       |
|--------------------------|------------|------------|------------|------------|------------|------------|------------|------------|
| <b><u>Fatalities</u></b> |            |            |            |            |            |            |            |            |
| CN                       | 71         | 44         | 48         | 43         | 27         | 49         | 37         | 25         |
| CP                       | 25         | 34         | 23         | 30         | 30         | 20         | 17         | 19         |
| Other                    | <u>2</u>   | <u>5</u>   | <u>11</u>  | <u>4</u>   | <u>2</u>   | <u>1</u>   | <u>4</u>   | <u>2</u>   |
| <b>Total Fatalities</b>  | <u>98</u>  | <u>83</u>  | <u>82</u>  | <u>77</u>  | <u>59</u>  | <u>70</u>  | <u>58</u>  | <u>46</u>  |
| <b><u>Injuries</u></b>   |            |            |            |            |            |            |            |            |
| CN                       | 267        | 256        | 244        | 195        | 165        | 162        | 171        | 134        |
| CP                       | 137        | 141        | 180        | 138        | 96         | 106        | 149        | 101        |
| Other                    | <u>48</u>  | <u>38</u>  | <u>27</u>  | <u>24</u>  | <u>25</u>  | <u>21</u>  | <u>15</u>  | <u>11</u>  |
| <b>Total Injuries</b>    | <u>452</u> | <u>435</u> | <u>451</u> | <u>357</u> | <u>286</u> | <u>289</u> | <u>335</u> | <u>246</u> |





TORONTO AREA  
RAIL TRANSPORTATION  
OF DANGEROUS GOODS  
TASK FORCE

EXHIBIT 1  
STUDY AREA AND  
EXISTING RAIL SYSTEM

IBI  
GROUP





## Corporate Report

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JUN 1 1988

OPERATIONS WORKS

19

DATE: April 29th, 1988  
TO: Members of Operations & Works Committee  
FROM: E.J. Dowling, General Manager, Transit Department  
SUBJECT: Square One Bus Terminal Agreement between Mascan Corporation and The Corporation of The City of Mississauga

ORIGIN: Council Resolution 211-87 - copy attached

BACKGROUND: The proposal to enlarge and upgrade the transit passenger facilities at the Square One Transit Terminal was approved by Council Resolution 211-87 on May 13, 1987. The resolution (copy attached) included the provision, "That the City Solicitor prepare an agreement between the City and Hammerson/Mascan Corporation for Council approval."

COMMENT: The Agreement between the City and Mascan Corporation to establish the continued use of the bus terminal for at least 10 years and to define the responsibilities of both parties for its maintenance has been prepared as requested by Council resolution. The appended Agreement is acceptable to Mascan Corporation and to Mississauga Transit.

In brief, the Agreement includes the following provisions: -

1. License

Mascan licenses to the City the use of the lands, identified as the Square One public transit terminal, for a period of 10 years.

2. Licensed Area Improvements

(a) The City shall supply, erect and maintain bus shelters.

(b) Mascan will supply, install and maintain lighting fixtures to operate independently of adjacent areas and the City shall assume the cost of hydro charges.



19/10

April 29th, 1988

- 2 -

- (c) The City shall supply, install and maintain benches.
- (d) The City shall supply and install an adequate number of garbage containers and Mascan will collect all refuse deposited in the licensed area.
- (e) The City may install directional, identification, advertising, and traffic regulation signage only in the interests of Mississauga Transit.
- (f) Mascan shall supply and maintain landscaping within the licensed area.

### 3. Snow Removal and Driveway Sweeping

Mascan shall clear ice and snow and apply sand and salt to permit safe vehicular traffic and pedestrian movements, also, sweep excess sand, dirt and debris.

The City shall be responsible for keeping the platforms and shelter areas free and clear of ice and snow and to apply sand and salt to permit safe pedestrian use of these areas. Mascan will endeavour, as a convenience to the City, to have its servants, agents or contractors carry out the above work on the platforms to a level generally consistent with those operations on the Square One lands but will not assume liability due to such platform maintenance.

### 4. Washroom Facilities

Mascan shall make available, for transit staff only, an area in the shopping mall suitable for a washroom facility. Mascan will install the facility that shall be paid for and maintained by the City, and will provide all power and water supplies at no cost to the City.

### 5. Costs Borne by the City

- (a) Mascan shall engage and, initially, pay contractors and consultants to carry out the work to expand the terminal area. The cost sharing allocation between Mascan, the Ministry of Transportation and the City shall be as set out in the Schedule B to the Agreement.
- (b) The cost of repairing the surface of the driveways in the licensed area, based on the work to be mutually agreed, shall be borne equally by Mascan and the City.



April 29th, 1988

19(d)

- 3 -

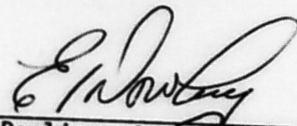
6. Liability

- (a) Mascan and the City shall each bear their own respective risk of liability to others for loss or damage occurring within the licensed area in accordance with their respective rights and duties.
- (b) During any work and improvements Mascan shall maintain in force comprehensive general liability insurance covering both Mascan and the City.

7. Removal of Fixtures

When the term of the license has expired, or released by the City, the City shall remove all fixtures and shelters.

RECOMMENDATION: That a by-law be enacted to implement the Square One Transit Terminal Agreement between the Corporation of the City of Mississauga and Mascan Corporation and that the Mascan Corporation and The Minister of Transportation be notified of the Council resolution with an expression of thanks for their participation in this essential project.



E.J. Dowling, General Manager, Transit Department

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20  **Corporate  
Report**

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OPERATIONS WORK

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**DATE:** May 19, 1988  
**TO:** Chairman and Members of The Operation and Works Committee  
**FROM:** Ian W. Scott, Commissioner, Recreation and Parks  
**SUBJECT:** Emergency Rescue Aids - Port Credit Harbour

---

**ORIGIN:** Request for Report from Council (241-87)

**BACKGROUND:** In June 1987, a drowning person was rescued from the water off the pier at J. J. Plaus Park. A resident involved in the rescue wrote to Mayor McCallion outlining the problems encountered with the rescue, due to a lack of emergency rescue aids. At the Council meeting of July 15, 1987, concern was expressed with the difficulty encountered in maintaining rescue aids at the Port Credit Harbour as a result of vandalism and theft.

A further report was requested.

**COMMENTS:** When the Town of Port Credit amalgamated with the City of Mississauga in 1974, the parks in the Port Credit Harbour area became the responsibility of the Recreation and Parks Department. At that time, there were four or five rescue aid stations located along the banks of the Credit River in Marina Park and Port Credit Memorial Park.

During 1974 and 1975, the rescue aid stations required regular maintenance. In 1974, vandalism and theft of the equipment were common. By 1977, vandalism and theft had reached a point where the life rings, ropes and poles were either continually missing or were damaged to the point where they were not capable of performing their intended use in an emergency.

Prior to the spring of 1978, the decision was made to remove the rescue aid stations along the Credit River.



May 19, 1988

20(a)

Rescue aid equipment was not in place at other lakefront areas and parks maintained by the City of Mississauga. In 1978, the man-made lakes in Meadowvale West, Lake Aquitaine and Lake Wabukayne were assumed from the developers. The initial agreement required the installation of rescue aid stations and equipment at both lakes. The equipment was maintained and replaced for approximately two years, but continuous vandalism and theft, as in Port Credit, resulted in the decision to eliminate the rescue aid stations at the two lake areas. We have contacted the Metropolitan Toronto Police, Marine Division, who are responsible for patrolling the Toronto Harbour and for maintaining the rescue aid stations. These areas are also subject to continuous vandalism and theft of rescue equipment. However, the equipment continues to be replaced, because it has been in existence for so many years. This service costs approximately \$38,000.00 per year to provide and maintain approximately 150 rescue aid stations.

The Metropolitan Toronto Police, Marine Division, as well as the Toronto Harbour Commission are not aware of any legislation that requires the placement of rescue aid equipment on public lands abutting bodies of water. However, if the equipment has been placed and established, it must be maintained to reduce potential liability to the responsible body.

The Town of Oakville, Recreation and Parks Department who are responsible for the Oakville waterfront areas, also do not maintain rescue aid stations, because of vandalism and theft problems.

Our Legal Department has suggested that since there are no regulations in place requiring rescue aid stations, then there is no obligation to establish them.

However, once a rescue aid station has been established, then it must be maintained continuously on a daily basis or liability exposure could result.



May 19, 1988

2004

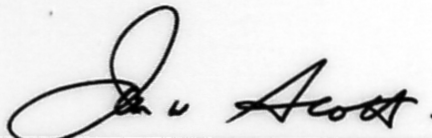
If the City of Mississauga were to re-establish the placement of rescue aid stations on public lands abutting bodies of water, then all areas within the City should be covered. This would involve at least sixteen locations with extensive perimeters requiring multiple stations (i.e. the Credit River through Erindale Park). This does not include locations such as Cooksville Creek, Mimico Creek, Little Etobicoke Creek, and many other greenbelt areas that are subject to flooding. We do not have park Attendants on duty and without this supervision, the rescue aid equipment would probably be subject to ongoing vandalism and theft, resulting in high maintenance and replacement costs. There is also the risk that the rescue equipment could be missing, due to vandalism and theft, when it is required and this could result in a liability exposure for the Corporation.

**CONCLUSION:**

The establishment of rescue aid equipment stations on public lands abutting bodies of water would be a large program to undertake and would require daily monitoring, repair, and replacement. This would require budget allocations for manpower and equipment. A cost of \$54,600.00 is estimated to establish approximately 100 rescue aid stations, to allow for two replacements of equipment throughout the year and to employ three temporary employees to monitor, maintain and replace equipment on a daily basis.

Even with this expenditure and daily monitoring, the establishment of rescue aid stations would expose the Corporation to a greater level of liability risk than if the present policy of not providing such stations were continued.

**RECOMMENDATION:** That the Recreation and Parks Department not re-establish the placement of rescue aid stations and equipment on public lands abutting bodies of water in the City of Mississauga.



Ian W. Scott, Commissioner,  
Recreation and Parks Department

WC:cs

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c.c. D. A. Lychak, City Manager





## Corporate Report

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DATE: May 19, 1988      OPERATION WORKS.      JUN 1 1988

TO: Chairman and Members of The Operation and Works Committee

FROM: Ian W. Scott, Commissioner, Recreation and Parks

SUBJECT: Dog Control - Public Parks

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ORIGIN: Request for Report from Council (265-87)

BACKGROUND: At its meeting of August 10, 1987 Council requested that a report be prepared for The Operations and Works Committee addressing the possibility of designating parks, or areas within parks, to permit dogs to run unleashed.

COMMENTS: The Parks By-law (199-74) allows that a dog may be brought into a park, provided that it is secured by a leash that does not exceed six (6) feet in length.

On August 10, 1988, Council amended the City's dog control By-law (948-80). The amended By-law states that dogs must be leashed when off the property of the owner, unless the owner of the lands has consented to the dog being on his property unleashed.

The parks in Mississauga are all open areas. The perimeters are not fenced and in most instances, border onto private property.

Considering the layout of the parks and the variety of active and passive activities within them, it would not be desirable or compatible to have dogs running unleashed in any park. There are no park areas in Mississauga that could be set aside exclusively for dogs to run unleashed.



May 19, 1988

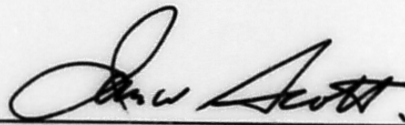
2/1(a)

CONCLUSION:

Public parks are open to all residents of Mississauga for their use and enjoyment. There are presently two City By-laws in place requiring that dogs be leashed. Therefore, it would not be appropriate to designate park areas where dogs could run unleashed. There is always the possibility that a dog could turn on an unsuspecting park user, resulting in possible injuries and exposing the Corporation to liability risks..

RECOMMENDATION:

That the Report from the Commissioner of Recreation and Parks dated May 19, 1988 recommending that no parks or areas within parks be designated to permit dogs to run unleashed, be approved.



Ian W. Scott, Commissioner,  
Recreation and Parks Department

WC:cs  
9274r/0627R

c.c. D. A. Lychak, City Manager



MISSISSAUGA PUBLIC VEHICLE AUTHORITY

MAY 10, 1988  
A.03.04.01

22

REPORT NO. 5-88

JUN 1 1988

OPERATIONS/WORKS.

TO: The Operations and Works Committee

LADIES AND GENTLEMEN:

The Mississauga Public Vehicle Authority presents its fifth report and recommends:

PVA-31-88 That the City of Mississauga advise the Ontario Highway Transport Board and the Region of Peel that the City of Mississauga has no objections to the proposed service by United Trails Inc. between Elmira, St. Jacobs, the City of Waterloo, the City of Kitchener, the City of Cambridge, the Junction of Highway 401 and Highway 6 and the Municipality of Metropolitan Toronto via Regional Road 21, Highway 85, Regional Road 17, Highway 8 and Highway 401.

L.08.03  
(PVA-31-5-88)

PVA-32-88 That the matter of a taxicab driver's right to refuse to take passengers who are considered grossly unclean, be referred to the Legal Department for a report to the Public Vehicle Authority, with regard to the appropriate definition of 'grossly unclean', for inclusion in By-law 697-84.

L.08.04.01  
(PVA-32-5-88)



22(a)

- 2 -

May 10, 1988

- PVA-33-88 (a) That the proposed location of a two (2) vehicle "CAB STAND" at the north-west corner of South Common Mall be recognized as a designated cab stand.
- (b) That the Management of South Common Mall be thanked for their offer to install the necessary signage at South Common Mall, to indicate the location of the designated "Two (2) Vehicle Cab Stand".

D.05.02  
L.08.04.01  
(PVA-33-5-88)

- PVA-34-88 (a) That an amendment be made to the flat rate tariff, Schedules 3 and 4, of By-Law 697-84, to allow taxicab drivers to charge \$3.00 per en route stop for trips to Lester B. Pearson International Airport, and that this change be referred to the Public Vehicle Authority Tariff Subcommittee for inclusion in the new flat rate map.
- (b) That the matter of charges for waiting time on trips to Lester B. Pearson International Airport, be referred to the Public Works Department for further investigation.

L.08.02  
(PVA-34-5-88)

- PVA-35-88 That Mr. Peter Danevicius be advised that it is not practical to reissue licenses on birth dates, as suggested in his letter dated March 8, 1988, as the Licensing Section does not presently have a computerized license issuance system.

L.08.04.02  
(PVA-35-5-88)

- PVA-36-88 (a) That staff in conjunction with the Tariff subcommittee, prepare a revised Schedule 3 for By-law 697-84, to reflect the suggested 15% differential between Taxicabs and Limousines, for the next Public Vehicle Authority meeting.
- (b) That the Tariff Subcommittee for 1988, be composed of Mr. Bruce Mortensen, Mr. Y. Zahavy, Mr. Frank Clifford and Mr. Darshan Grewal.

L.08.02  
(PVA-36-5-88)



May 10, 1988

22 lb

- PVA-37-88 (a) That the memo dated May 2, 1988, from Councillor D. J. Culham, Chairman of the Public Vehicle Authority, regarding the activities of 'scoopers' at Lester B. Pearson International Airport, be received for information
- (b) That the letter dated April 14, 1988, from Inspector K. M. St. Clair, Inspector in Charge, R.C.M.P., Toronto Lester B. Pearson International Airport Detachment, to Mayor H. McCallion, regarding non-licensed taxicab and limousine operators operating at Lester B. Pearson International Airport, be received for information.
- (c) That the letter dated April 22, 1988, from Vijay Kalhan, President, Independent Limousine Owners Drivers Association, enclosing a list of Ontario license plate numbers of vehicles actively involved in 'scooping' at the Lester B. Pearson International Airport, be received for information.

L.08.04.03  
(PVA-37-5-88)

- PVA-38-5-88 That the letter dated April 15, 1988, from F. Clifford, President, Airport Taxicab Association, to Mayor McCallion regarding the prearranged system at the Airport, and enclosing an excerpt from the Canada Gazette, regarding the G.A.C.O.R., be received for information.

L.08.04.03  
(PVA-38-5-88)

- PVA-39-5-88 That the letter dated April 15, 1988, from Ron Cowan, Manager, City Taxi, to Mayor H. McCallion regarding taxi service in the Meadowvale/Streetsville area, be received for information.

L.08.04.01  
(PVA-39-5-88)



23

TRAFFIC SAFETY COUNCIL  
0058C/179C

MAY 25, 1988  
A.03.04.11.02

REPORT NO.3-88

To: Operations and Works Committee

LADIES AND GENTLEMEN:

OPERATIONS WORKS

JUN 1 1988

The Traffic Safety Council presents its third report and recommends:

TSC-28-88 That the request dated February 26, 1988, from Mr. J. Lone, Principal, St. Dominic School, 515 Hartsdale Avenue, Mississauga, for the implementation of a foot patrollers program to assist with parking lot problems at St. Dominic School, not be approved, as the request for a foot patrollers program in a parking lot does not meet the safety criteria of the Foot Patrollers Program.

F.06.03.02  
(TSC-28-3-88)

TSC-29-88 (a) That the school crossing on Lakeshore Road at Owenwood Drive, be relocated to the signalized intersection of Silver Birch Trail, effective September 1988.

(b) That the Peel Board of Education be notified that the school crossing on Lakeshore Road at Owenwood Drive, is being relocated to the signalized intersection of Silver Birch Trail effective September 1988, and be requested to notify the parents of the children involved, of this change of location.

F.06.03.02  
(TSC-29-3-88)

TSC-30-88 (a) That the school crossing guards at the railway crossings at Alexandra Avenue and Clarkson Road, remain until the end of the current school year.

(b) That the Dufferin Peel Roman Catholic Separate School Board, and the Peel Board of Education, be requested to investigate the feasibility of implementing the railway safety program, Operation Lifesaver, at the schools in the area of the Alexandra Avenue, Clarkson Road and Ogden Avenue railway crossings.

F.06.03.02  
(TSC-30-3-88)



May 25, 1988

23(a)

TSC-31-88 That a Crossing Guard not be placed at Ellengale Drive and Shadeland Drive, as warrants are not met.

F.06.03.02  
(TSC-31-3-88)

TSC-32-88 (a) That the Recreation and Parks Department be requested to clean up the Indian Grove Walkway.

(b) That new lines be painted on Indian Grove Road at the School Crossing, and that new 'School Crossing' signs be posted in this area.

(c) That the Crossing Guard stationed on Mississauga Road not be moved to Indian Grove Road, as requested by Mrs. Janet Clark, 615 Vanessa Crescent, as warrants are not met on Indian Grove Road for a Crossing Guard, and warrants are met on Mississauga Road for the retention of the Crossing Guard.

F.06.03.02  
(TSC-32-3-88)

TSC-33-88 (a) That due to the width of Eglinton Avenue at Heritage Hills Blvd., two temporary Crossing Guards be placed at this location, pending a site inspection in September, 1988, to determine if warrants are met to retain the Guards.

(b) That a Crossing Guard not be placed at Guildwood Way and Eglinton Avenue, and McLaughlin Road and Eglinton Avenue, due to the lack of sidewalks in this area.

(c) That, the Public Works Department notify the Traffic Safety Council in writing, when sidewalks have been constructed in the area of Guildwood Way and Eglinton Avenue, and McLaughlin Road and Eglinton Avenue, in order that a site inspection may take place to determine if a Crossing Guard is warranted at these locations.

F.06.03.02  
(TSC-33-3-88)

TSC-34-88 That the letter dated May 4, 1988, from Roy Henderson, City Clerk, City of Toronto, regarding 'Future Directions On Bicycle Education', to the Honourable Chris Ward, Minister of Education, enclosing a copy of Clause 36 in Report No. 11, of the Toronto City Services Committee, be received for information.

F.06.03.02  
(TSC-34-3-88)



23 (b)

- 3 -

May 25, 1988

TSC-35-88 That the memo dated April 12, 1988, from W. P. Taylor, Commissioner of Public Works, regarding further sidewalk locations at Rathburn Road and Elora Drive, be received for information.

F.06.03.02  
(TSC-35-3-88)

TSC-36-88 (a) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board be requested to reconsider the weeks designated for the 1989 school break, with a view to designating a common school break week in 1989.

(b) That the report dated May 13, 1988, from the Commissioner of Public Works, with regard to the 1989 School Break, be forwarded to the Peel Board of Education and to the Dufferin Peel Roman Catholic Separate School Board.

F.06.03.02  
(TSC-36-3-88)

TSC-37-88 That heartfelt thanks be extended to Staff Sergeant David Yakichuk for his deep commitment and unselfish contribution to traffic safety, and to the Traffic Safety Council, in the City of Mississauga.

A.03.04.11.02  
(TSC-37-3-88)





## Corporate Report

*addition 22*

OPERATIONS/WORKS. JUN 1 1988

Received by  
Clerk's Dept.

MAY 30 1988

Clerk's Files

*K. 14.01*

*A-02.03.02.07*

Originator's  
Files

11 141 00045

13 111 00013

16 111 86227

DATE: May 27, 1988.

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Busway and Transit Terminal Study for the City Centre Area.

ORIGIN: Public Works Department.

BACKGROUND: In the 1988 current budget, Council approved the sum of \$50,000 net City dollars for the retention of consultants to undertake a study with respect to the location of the future busway and transit terminal on the Hammerson land adjacent to Rathburn Road. During the circulation of the Draft Plan of Subdivision a section of land adjacent to Rathburn Road was identified to be held in reserve for a period of up to three years pending completion of a study with respect to the future busway connection within the Hammerson lands (see Appendix 1).

COMMENTS: The Public Works Department has had discussions with Hammerson Incorporated and they have given a commitment to the Public Works Department that they will fund 25% of the cost of the study to a maximum of \$35,000. In addition, the Ministry of Transportation of Ontario has advised that the Mississauga City Centre has been included as a potential gateway location in the Ministry's Transportation Gateway-Greater Toronto Area Planning Study.

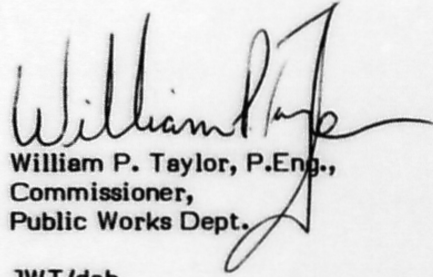
CONCLUSIONS: In view of the ongoing Ministry of Transportation of Ontario's Gateway Study and the condition placed on the Hammerson Draft Plan of Subdivision, it would be appropriate to retain an engineering consultant to prepare a functional design report to identify the property and alignment requirements between Highway 403 and Square One and the transit terminal requirements. In this regard, a request for proposals should be made to a number of consulting engineering firms. Furthermore, since the Ministry of Transportation of Ontario has included the Mississauga City Centre as a "gateway", it is appropriate to request Provincial subsidy for this study.



RECOMMENDATION:

That proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and,

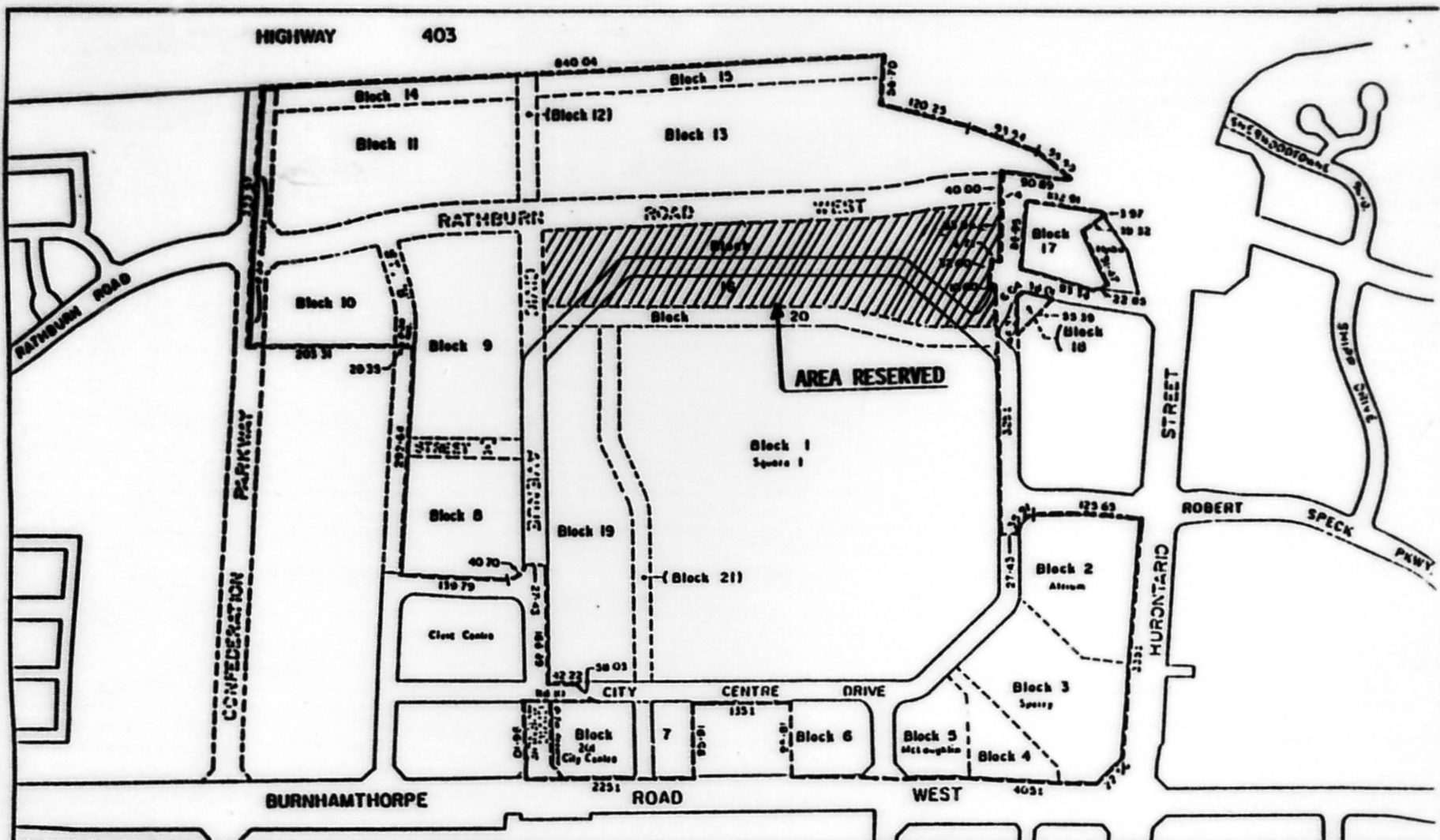
That the Ministry of Transportation of Ontario be requested to provide special subsidy from the Ontario Transportation Improvement Initiatives Program for the functional design of the future Busway and Transit Terminal in the City Centre Area.



William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Dept.

JWT/dab  
0594E





#### APPENDIX 1

BUSWAY AND TRANSIT TERMINAL FOR THE CITY CENTRE





## Corporate Report

*addendum 27*

Received by  
Clerk's Dept.

Clerk's Files

OPERATIONS/WORKS JUN 1 1988

Originator's  
Files 11 141 00045

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DATE: May 31, 1988

TO: Chairman and Members of the Operations and Works Committee

FROM: W. P. Taylor, P. Eng., Commissioner of Public Works  
Department

SUBJECT: Presentation by The Honourable Ed Fulton, Minister of  
Transportation of Ontario, entitled 'Transportation  
Directions for the Greater Toronto Area', May 24, 1988

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ORIGIN: On May 24, 1988, the Honourable Ed Fulton, Minister of  
Transportation of Ontario presented a report entitled,  
'Transportation Directions for the Greater Toronto Area'.  
The purpose of the presentation was to announce the  
Province's plans and intentions regarding various  
transportation initiatives for the Greater Toronto Area.

The Minister described a number of transportation  
improvements some of which had previously been announced.  
Of particular interest to the City of Mississauga are the  
following:

1. The widening of Eglinton Avenue west of Mavis Road
2. The construction of the first stage of Highway 407  
(from Highway 427 to Dufferin Street)
3. The extension of the Highway 401 collector  
distributor system westerly to Highway 10
4. The expansion of the traffic management system along  
the QEW in Mississauga
5. Increased GO Transit/TTC fare integration at GO  
Stations within Metropolitan Toronto and improved  
service co-ordination
6. Financial support for exclusive bus lanes on roads  
crossing the boundary with Metropolitan Toronto  
beginning with the construction of bus lanes in the  
Highway 403 Arterial Road Extension/Eglinton Avenue  
corridor.

... 2



7. The development of gateways (areas where commuters can transfer from autos and buses to higher order transit services) specifically at the Mississauga City Centre, the Renforth/Eglinton area and Sherway Gardens.
8. Incremental expansion of commuter rail services on all GO rail lines
9. A further review of the extension of the Bloor Subway line westerly from Kipling Station to the Mississauga/Metropolitan Toronto boundary
10. Improved transit services to major city centre areas including the use of articulated buses, transit priority measures, bus terminal modifications and appropriate road improvements.
11. The further consideration of consolidation of area municipal transit services within Peel, York and Durham.
12. Mechanisms to provide a co-operative framework for the planning of future transit services in the Greater Toronto Area.

In the Minister's announcement no new funding for the construction of major transit initiatives including the Sheppard Subway, the Eglinton West Rapid Transit Line and the Mississauga Busway were provided. It was stated that these major facilities would be examined again after a five-year period. In the meantime actions will be undertaken to protect lands for the eventual implementation of these transit improvements.

COMMENTS:

Although a large number of transportation improvements were reviewed in the Minister's announcement, the specifics were few. Generally, the province announced low cost transportation improvements to improve the efficiency of the existing transportation system. In addition, relatively low cost transit service improvements such as the use of bus lanes and actions to ensure greater service co-ordination and fare integration were suggested. Mention was made of increased emphasis to transit services and bus priority measures such as bus lanes on routes crossing the Metropolitan Toronto boundary. In addition,



COMMENTS:

expanded bus service within municipalities like Mississauga especially improved services to City centre areas will be supported by the Province. The Minister made mention of the fact that the use of interim bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor can be a first step towards the eventual implementation of the Mississauga busway.

It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

The above noted study will help formulate the City's position on various transit initiatives including the possible extension of the Bloor subway to Sherway Gardens, fare integration and service co-ordination between Mississauga Transit and T.T.C. and GO Transit, and other possible transit service improvements.

The preparation of this plan can most easily be carried out with the assistance of a consultant. It is proposed that a consultant be retained to work with staff of the Public Works and Transit Departments in this regard. It is expected that the Ministry of Transportation will provide special subsidy for such a study.

In addition to the above the following more specific comments are provided:

1. Analysis is being conducted by this Department to review the five-year road improvement plans for the City in order to accommodate planned five-year land development growth in the north-west part of the City. The construction of a new interchange at Highway 401 and Mavis Road and the widening of Highway 401 to a collector distributor system westerly to this interchange will be addressed during this review.



May 31, 1988.

COMMENTS: (Continued)

2. The possible establishment of Regional Transit has been discussed by the Operations and Works Committee and Council in the past. The position of the City is that Regional Transit is not needed at this time and would provide no benefits.

CONCLUSION:

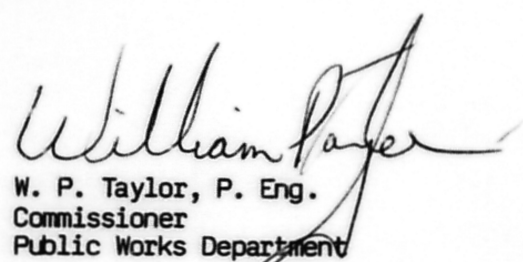
In order to respond effectively to the Minister of Transportation's announcement regarding transportation directions for the Greater Toronto Area, it is appropriate for the City of Mississauga to develop a ten-year transit service strategy plan.

RECOMMENDATION:

That the staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and

That a copy of the report of the Commissioner of Public Works dated May 31, 1988, dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

18  
KJS/edm  
0812E/151E

  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department



CITY OF MISSISSAUGA

MINUTES

MEETING ELEVEN EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JUNE 1, 1988, 9:10 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor F. McKechnie  
Councillor D. Culham (Chairman)  
Councillor D. Lane  
Councillor T. Southorn

MEMBERS ABSENT: Councillor H. Kennedy  
Councillor D. Cook

OTHERS PRESENT: Councillor P. Mullin  
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. B. Thom, City Solicitor  
Mr. W.P. Taylor, Commissioner of Public Works  
Mr. K. Schipper, Director, Traffic and Transportation,  
Public Works  
Chief G. Bentley, Fire Department (part)  
Mr. C. Hare, Fire Department (part)  
Mr. E.J. Dowling, Transit General Manager  
Mr. T.L. Julian, City Clerk  
Ms. L. Mailer, Committee Coordinator



INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 1, 1988

PRESENTATIONS - 9:10 A.M.

- A. Mr. Derek Simms, IBI Group and Mr. Harry Sturn, Ministry of Transportation  
SEE ITEM 1
- B. Mr. K.E. Hutchinson, Fenco Engineers Inc.  
SEE ITEM 2
- C. Mr. R. Nairn, McCormick Rankin and Mr. I. Williams, M.M. Dillon  
SEE ITEM 3

| <u>ITEM</u> | <u>FILE</u>           | <u>SUBJECT</u>                                                                                                                          |
|-------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 1.          | A.02.03.02.20         | QEW Freeway Traffic Management System Extension                                                                                         |
| 2.          | J.05.88012            | Torbram Road/CN Grade Separation                                                                                                        |
| 3.          | A.02.03.02.02         | Highway 403 Arterial Road Extension                                                                                                     |
| 4.          | A.02.03.02.02         | Petition - Fieldgate Drive Residents - Highway 403 Arterial Road Extension                                                              |
| 5.          | M-707.02              | Herport Residential Subdivision - Sugar Maple Court - Deletion of Sidewalk                                                              |
| 6.          | M-535.02              | Ashley Oaks Homes - Assumption of Works - Dundas Street West/west of Highway 10                                                         |
| 7.          | M-536.02              | Ashley Developments Limited - Assumption of Works - Dundas Street West/west of Highway 10                                               |
| 8.          | M-445.02              | Sheridan Mills Subdivision - Assumption of Works - south of Britannia Road West/east of Erin Mills Parkway                              |
| 9.          | M-405-02              | Erin Mills-Meadowvale West - Assumption of Works - Neighbourhoods 311A-E - north of Battleford Road/west of Winston Churchill Boulevard |
| 10.         | M-347.02              | Erin Mills-Meadowvale West - Assumption of Works - Neighbourhood 309 - north of Battleford Road/west of Winston Churchill Boulevard     |
| 11.         | T-83015<br>F.02.04.03 | Second Line West - Temporary Closure between Britannia Road West/Bancroft Drive - Fitzwood Subdivision                                  |



- |     |                       |                                                                                                   |
|-----|-----------------------|---------------------------------------------------------------------------------------------------|
| 12. | T-86054<br>F.02.07    | Annagem Investments Ltd. - Street Names                                                           |
| 13. | T-86052<br>F.02.07    | Erin Mills Development - Street Names                                                             |
| 14. | T-88003<br>F.02.07    | Kenderry Park Ltd. Subdivision - Street Names                                                     |
| 15. | T-85017<br>F.02.07    | Hawthorne Valley Subdivision - Street Names                                                       |
| 16. | T-87027<br>F.02.07    | Erin Mills Development - Street Names                                                             |
| 17. | J.05.85032            | Mary Fix Creek Channelization - Jannock Limited - Canada<br>Brick Lands                           |
| 18. | D.08.01               | Toronto Area Rail Transportation of Dangerous Goods -<br>Consultants Summary Reports              |
| 19. | J.05.86100            | Square One Bus Terminal Agreement - Mascan<br>Corporation/City/Ministry of Transportation         |
| 20. | C.01.11               | Emergency Rescue Aids - Port Credit Harbour                                                       |
| 21. | L.07.04.01<br>L.03.01 | Dog Control - Public Parks                                                                        |
| 22. | A.03.04.01            | Public Vehicle Authority Report 5-88 - May 10, 1988                                               |
| 23. | A.03.04.11.02         | Traffic Safety Council Report 3-88 - May 25, 1988                                                 |
| 24. | K.14.01               | Busway and Transit Terminal Study for the City Centre Area                                        |
| 25. | D.01.04               | "Transportation Directions for the Greater Toronto Area" -<br>Response to Minister's Presentation |



PRESENTATIONS - 9:10 A.M.

- A. Mr. Derek Simms, IBI Group and Mr. Harry Sturn, Ministry of Transportation Ontario  
A.02.03.02.20  
SEE ITEM 1
- B. Mr. K.E. Hutchinson, Fenco Engineers Inc.  
J.05.88012  
SEE ITEM 2
- C. Mr. R. Nairn, McCormick Rankin and Mr. I. Williams, M.M. Dillon  
A.02.03.02.02  
SEE ITEM 3

MATTERS FOR CONSIDERED:

1. Presentation by the IBI Group and the Ministry of Transportation and the proposed QEW Freeway Traffic Management System extension.
- The purpose of the System is to provide motorist advisory information and monitor traffic movement in order to improve traffic flow. The current system has been in operation since 1975 and now extends from Royal Windsor Drive to just east of Cawthra Road. The new work slated for construction in 1988 is simply an extension of this existing system from its present termination easterly to the Highway 427/QEW interchange.
- Under the extension contract the Ministry will be installing six new television camera stations, four QEW vehicle detector stations, one changeable message sign (near Dixie Road) and approximately 5km of conduit (both underground and strapped to bridge structure). No new ramp metering facilities are planned under this work.
- On verbal motion the presentation was received for information.
- A.02.03.02.20
- See Recommendation OW-221-88 (D. Lane)



2. Presentation by Fenco Engineers regarding the Torbram Road/CN Grade Separation.

Mr. Hutchinson presented comprehensive details of the design and project proposal outlining approval process, proposed construction schedule and financing.

Councillor McKechnie recommended that the Consultants continue with the project study. This motion was voted on and carried.

J.05.88012

See Recommendation OW-222-88 (F. McKechnie)

3. Report dated May 24, 1988, from the Commissioner of Public Works regarding the Highway 403 Arterial Road extension.

On October 26, 1987, City Council retained McCormick Rankin and M.M. Dillon, Consulting Engineers for the planning and design of the Highway 403 Arterial Road Extension. The study proceeded to the point where alternative alignments for the roadway were presented to the public on March 7, 8, 9, 1988.

At the March 9, 1988, Public Meeting, many comments were made questioning the project need and justification. Many comments were also made regarding the need to investigate alternative transportation solutions to the Highway 403 Arterial Road Extension. Finally, it was suggested that a Community Advisory Committee be established to provide representative community input during the planning study.

Additional analysis regarding the above noted concerns has been carried out. The study team has examined present and future transportation demands and deficiencies in the northeast part of the City and has reviewed twelve possible alternative transportation solutions to the arterial road project.

**RECOMMENDATION:**

That Public Information Centres be held for the Highway 403 Arterial Road Extension project at the Glenforest Secondary School on June 8 and 9, 1988.

A presentation of the study progress and findings was presented by the Consultants, McCormick Rankin and M.M. Dillon, to the Committee.

A.02.03.02.02

**Approved**

See Recommendation OW-223-88 (F. McKechnie)



4. Report dated May 24, 1988, from the Commissioner of Public Works in response to a petition dated March 24, 1988, from the residents in the area of the 403 Arterial Road extension expressing concern about the project as follows:
- (a) that the roadway should not be built within the Parkway Belt and that the preferred alignment for this east/west road would be a location north of Eglinton Avenue;
  - (b) that a series of two sharp curves along Fieldgate Drive within the Ontario Hydro corridor lands should be maintained
  - (c) that a 40km/hr. speed limit be enacted along Fieldgate Drive in the vicinity of Bough Beeches Boulevard (in the vicinity of Sts. Martha and Mary Elementary School);
  - (d) that police surveillance be increased along Fieldgate in an effort to reduce speeding.

The alternative alignments for the proposed arterial roadway shown to the public in March all resulted in a re-alignment of Fieldgate Drive to provide a satisfactory intersection between the roadway and Fieldgate Drive. The existing series of sharp curves cannot be maintained when the arterial roadway is developed in this location without seriously compromising traffic safety.

The request for a reduced speed limit on Fieldgate Drive to 40km/hr. has been reviewed. Existing City practice is that a 40km/hr. speed limit be enacted only directly along a school frontage. It is noted that Sts. Martha and Mary Elementary School does not have frontage along Fieldgate Drive and rather fronts onto Bough Beeches Boulevard some distance east of Fieldgate Drive. As a result since this case does not conform to existing City practice a reduction to 40km/hr. speed limit along Fieldgate Drive is not recommended.

With regard to speeding along Fieldgate Drive, Peel Regional Police have been requested to enforce the existing speed limit in this location as time and manpower permits.

RECOMMENDATION:

That the report dated May 24, 1988 from the Commissioner of Public Works in response to the petition dated March 24, 1988, from residents in the area of the proposed Highway 403 Arterial Road Extension expressing concern about the alignment and traffic in the Fieldgate Drive area be forwarded to Mrs. M.M. Hickey, 4230 Fieldgate Drive (the petitioners' representative).

A.02.0.02.02

Approved

See Recommendation OW-224-88 (T. Southorn)

5. Report dated May 4, 1988, from the Commissioner of Public Works in response to a petition dated April 15, 1988, from 15 of a possible 21 residents on Sugar Maple Court requesting that the proposed sidewalk not be constructed.



Council Recommendation OW-211-86 adopted August 13, 1986 amended the existing City Sidewalk Policy deleting the requirement that a sidewalk be constructed on one side of a cul-de-sac even where the sidewalk will form a link in an existing walkway system unless the Recreation and Parks Department requires the walk to be built as a major pedestrian thoroughfare. The Recreation and Parks Department has been consulted and has no objections to the deletion of the sidewalk.

In that the majority of the residents of Plan 43M-707 have petitioned the City to delete the sidewalk on the north side of Sugar Maple Court and since current City Policy no longer requires a sidewalk on residential cul-de-sacs, the proposed sidewalk should be deleted. As a condition of the deletion of the proposed sidewalk on the north side of Sugar Maple Court the developer should be required to pay to the City a cash-in-lieu settlement equivalent to the cost of this construction, to the satisfaction of the Commissioner of Public Works.

RECOMMENDATION:

That notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Golden Orchard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court is waived on the condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction.

Councillor Prentice requested that the report be deferred to provide her with an opportunity to contact those residents who did not sign the petition. On motion by Councillor Culham the report was deferred to a future meeting of the Committee.

M-707.02

Amended

See Recommendation OW-225-88 (D. Culham)

6. Report dated May 16, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Ashley Oaks Homes, registered Plan 43M-535, located north of Dundas Street West and west of Highway 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements of the Servicing Agreement for the installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for the Ashley Oaks Homes Subdivision, Plan 43M-535, located south of Dundas Street West and west of Highway 10.



- (b) That the Letter of Credit (current value \$53,454.18) securing a Servicing Agreement for Plan 43M-535, be returned to the developer, Ashley Oaks Homes Incorporated.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-535, as public highway and part of the municipal system of the City of Mississauga.

M-536.02

Approved

See Recommendation OW-226-88 (T. Southorn)

7. Report dated May 16, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Ashley Developments Limited, Plan 43M-536, located south of Dundas Street West and west of Highway 10.

As far as the Public Works Department is concerned the developer has complied with all of the requirements in the Servicing Agreement for installation of the municipal services.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Subdivision, Plan 43M-536, located south of Dundas Street West and west of Highway 10.
- (b) That the Letter of Credit (current value \$34,024.00) securing a Servicing Agreement for Plan 43M-536, be returned to the developer, Ashley Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-536, as public highway and part of the municipal system of the City of Mississauga.

M-536.02

Approved

See Recommendation OW-227-88 (T. Southorn)

8. Report dated May 20, 1988, from the Commissioner of Public Works regarding the assumption of municipal works for Sheridan Mills Subdivision Limited, Plan M-445, located south of Britannia Road West and east of Erin Mills Parkway.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Servicing Agreement for the installation of municipal services in the above mentioned plan with the exception of minor grading and street sign repairs. The developer has provided a cash settlement for this work in the amount of \$400.00. This work will be completed by a City contractor using these funds. The remaining securities in the amount of \$144,474.99 should be released to the developer, Donlee Holdings Limited.



**RECOMMENDATION:**

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sheridan Mills Subdivision, Plan M-445, located south of Britannia Road and east of Erin Mills Parkway.
- (b) That the Letter of Credit (currently valued at \$144,474.99) securing the Servicing Agreement for Plan M-445 be returned to the developer, Donlee Holdings.
- (c) That a by-law be enacted establishing the road allowances within Plan M-445, as public highway and part of the municipal system of the City of Mississauga.

M-445.02

**Approved**

See Recommendation OW-228-88 (T. Southorn)

9. Report dated May 24, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard.

The Legal Department is in the process of preparing an agreement between Cadillac Fairview Corporation Limited and the City of Mississauga concerning the future maintenance of Lake Wabukayne. This agreement requires that the developer provide a cash settlement of \$30,000 for future maintenance. A cheque in this amount has already been received by the Finance Department.

As far as the Public Works Department is concerned, the developer has complied with all of the requirements of the Engineering Agreements for the installation of municipal services in the above mentioned registered plans.

**RECOMMENDATION:**

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-405, M-406, M-407, M-408 and M-409 (currently valued at \$1,267,383.42) be returned to the developer, Cadillac Fairview Corporation Limited.



- (c) That a by-law be enacted establishing the road allowances within Plans M-405, M-406, M-407, M-408 and M-409 as public highways and part of the municipal system of the City of Mississauga.

M-405.02

Approved

See Recommendation OW-229-88 (T. Southorn)

10. Report dated May 20, 1988, from the Commissioner of Public Works regarding the assumption of the municipal works for Erin Mills-Meadowvale West, Neighbourhood 309, Plan M-347 located north of Britannia Road West and west of Winston Churchill Boulevard.

It has been concluded that all terms and conditions of the Engineering Agreement have been complied with and the City may proceed with the assumption of the municipal services and the release of any remaining securities.

RECOMMENDATION:

- (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for the Erin Mills-Meadowvale West Neighbourhood 309, Plan M-347 (located north of Britannia Road West and west of Winston Churchill Boulevard).
- (b) That the Letter of Credit securing the Engineering Agreement for Plan M-347 (currently valued at \$173,942.36) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-347 as public highway and part of the municipal system of the City of Mississauga.

M-347.02

Approved

See Recommendation OW-230-88

11. Report dated May 12, 1988, from the Commissioner of Public Works in response to a request from UMA Engineering Limited, Consulting Engineers, on behalf of Fitzwood Investments Limited, the developer of Credit Valley Meadows Subdivision located north of Britannia Road West and west of Second Line West for approval to temporary close Second Line West, between Britannia Road West and Bancroft Drive to facilitate the installation of deep storm and sanitary sewers required for the reconstruction of Second Line West.

The developer will comply with all the requirements of the Traffic and Transportation Section with regard to traffic control devices and signage will be responsible for payment of all costs related to the closure and detour of Second Line West.



RECOMMENDATION:

That a by-law be enacted to implement the closure of Second Line West between Eglinton Avenue West and Bancroft Drive from July 15, 1988 at 7:00 a.m. to August 22, 1988 at 7:00 p.m. for the purpose of the construction of underground services and road base.

T-83015  
F.02.04.03

Approved

See Recommendation OW-231-88 (T. Southorn)

12. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following streets names proposed for the Annagem Investments Ltd. subdivision (located west of Kennedy Road at Courtneypark Drive):

Annagem  
Reading

Huronla  
Waverley

Thames  
Wentworth

The submission was reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the name "Annagem" be approved as a street name for the Annagem Investments Ltd. subdivision (located west of Kennedy Road at Courtneypark Drive).

T-86054  
F.02.07

Approved

See Recommendation OW-232-88 (F. McKechnie)

13. Report dated May 9, 1988, from the Commissioner of Public Works regarding the following proposed street names for the Erin Mills Development Corporation Subdivision T-86052 (lands located east of Winston Churchill Boulevard/north of Derry Road West):

Crosscurrent Windbreak

Gulfstream

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988 and approved.

RECOMMENDATION:

That the following street names be approved for the Erin Mills Development Corporation Subdivision T-86052 (lands located east of Winston Churchill Boulevard/north of Derry Road West):

Crosscurrent Windbreak

Gulfstream

T-86052  
F.02.07

Approved

See Recommendation OW-233-88 (T. Southorn)



June 1, 1988

14.

Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Kenderry park Ltd. Subdivision T-88033 (lands located west of Kennedy Road/south of Derry Road East):

Commerce Road  
Continental Blvd.  
Gibraltar Drive  
Kenderry Gate  
Lionshead Drive  
Obsidian Road  
Sandstone Road

Commercial Avenue  
Corporation Blvd.  
Granit Road  
Limestone Road  
Marble Road  
Quartz Road  
Slate Road

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the following street names be approved for Kenderry park Ltd. Subdivision T-88033 (lands located west of Kennedy Road/south of Derry Road East):

Gibraltar Drive  
Limestone Road  
Sandstone Road

Kenderry Gate  
Quartz Road  
Slate Road

T-88003  
F.02.07

Approved

See Recommendation OW-234-88 (T. Southorn)

15.

Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Hawthorne Valley Subdivision T-85017 (lands located west of Hurontario Street/north of Eglinton Avenue West):

Big John Run  
Waterville Court

Windy Pines Court

The names were reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the Waterville Court be approved as a street name for Hawthorne Valley Subdivision T-85017 (lands located west of Hurontario Street/north of Eglinton Avenue West).

T-85017  
F.02.07

Approved

See Recommendation OW-235-88 (T. Southorn)



16. Report dated May 6, 1988, from the Commissioner of Public Works regarding the following proposed street names for Erin Mills Development Corporation Subdivision T-87027 (lands located east of Winston Churchill Boulevard/north of Thomas Street):

|            |               |           |             |
|------------|---------------|-----------|-------------|
| Aragon     | Meadway       | Cardigan  | Purley Oaks |
| Chester    | Raeburn       | Downsway  | Raglan      |
| Erskine    | Reading       |           |             |
| Headington | Shawfield     | Lansdowne | Snowdon     |
| Leeside    | Southgate     | Lichfield | Stamford    |
| Westholme  | Fieldon Grove |           | Sanderstead |

This submission was reviewed by the Region of Peel Street Names Committee on May 4, 1988.

RECOMMENDATION:

That the following names be approved as street names for the Erin Mills Development Corporation Subdivision T-87027 located east of Winston Churchill Boulevard and north of Thomas Street:

Fieldon (without the suffix "Grove")  
Leeside  
Raglan

T-87027  
F.02.07

Approved

See Recommendation OW-236-88 (T. Southorn)

17. Report dated May 9, 1988, from the Commissioner of Public Works regarding an agreement with respect to the channelization of the Mary Fix Creek by Jannock Limited through the Canada Brick lands.

As a result of the development of upstream lands, storm channel improvements to the Mary Fix Creek are required through the Canada Brick lands. Following negotiations among the upstream developers, Jannock Limited (Canada Brick) and City staff, a form of agreement has been prepared between the City and Jannock Limited in respect of the required channelization works.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement dated May 1, 1988 between The Corporation of the City of Mississauga and Jannock Limited with respect to the channelization of the Mary Fix Creek and that such by-law contain a provision that it shall not take effect until the said Agreement has been approved under Section 64(1) of the Ontario Municipal Board Act and that the City Clerk be directed to make application to the Ontario Municipal Board for such approval.

J.05.85032

Approved

See Recommendation OW-237-88 (T. Southorn)



18. Report dated May 24, 1988, from the Fire Chief regarding the Consultants' Summary Reports on the Toronto Area Rail Transportation of Dangerous Goods.

At the meeting of City Council on March 7, 1988, the Fire Department presented a report reviewing the Toronto Area Rail Transportation of Dangerous Goods, Consultants Summary Report.

The Fire Department report summarized the consultant's report and provided two recommendations:

1. That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.
2. Further, that the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in AIT being applied to the Halton/York CN lines.

After review of the report, Council requested that the matter be deferred for a further report with respect to the following:

- a) The number of level crossings on the present route versus the number of level crossings on the diverted route;
- b) a recommendation encouraging the Federal Government to proceed with the matter of funding for grade separations at existing level crossings;
- c) a review of safety measures such as berming for residential development adjacent to rail lines;
- d) the increase in risk on the diverted route versus the risk on the present routes.

Additional information was obtained and reviewed and the following conclusions reached:

- Accidents at level crossings form a significant percentage of the total number of railway accidents and contribute to the greatest number of lives lost due to rail accidents.
- The increase risk to the residents of Malton is in the area of 10% with the A2 rerouting proposal. However, this would be reduced by the provisions of new technology and the risk to residents of Ward 5 would remain at current levels.
- Overall the A2 and the AIT proposals reduce the societal risk in other areas of Mississauga by 50%.
- The provisions of earthen berms could have some effect on the outcome of rail accidents, however, much of the lands adjacent to rail lines in Mississauga has already been developed and berming is not feasible.



RECOMMENDATION:

- (a) That the Toronto Area Rail Transportation of Dangerous Goods Task Force be advised that the City of Mississauga is supportive of measures that provide the greatest degree of rail safety to the public in the transport of dangerous goods, with consideration for acceptability by the public and affordability to all involved levels of government.
- (b) That the City of Mississauga supports as a minimum position the proposal A2 for the diversion of the CP main line dangerous goods trains to the existing Halton/York CN lines in conjunction with the application of technology and standards as proposed in ALT being applied to the Halton/York CN lines.
- (c) That the City of Mississauga recommends to the Canadian Transport Commission that grade separations be provided at all level crossings in the study area and that the Federal Government provide funding for the construction of grade separations.

Councillor McKechnie recommended that this report and recommendations be the subject of a public meeting in Ward 5 due to the potential impact of the recommendations in that area of the City. This motion was voted on and carried.

D.08.01

Amended

See Recommendation OW-238-88 (F. McKechnie)

19. Report dated April 29, 1988, from the Transit General Manager regarding the agreement between the City and Mascan Corporation to enlarge and upgrade the transit passenger facilities at the Square One Transit Terminal. The agreement has been prepared to establish the continued use of the bus terminal for at least 10 years and to define the responsibilities of both parties for its maintenance.

RECOMMENDATION:

That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Mascan Corporation for the Square One Transit Terminal and that the Ministry of Transportation and Mascan Corporation be thanked for their participation in this essential project.

J.05.86100

Approved

See Recommendation OW-239-88 (T. Southorn)

20. Report dated May 19, 1988, from the Commissioner of Recreation and parks regarding the difficulty encountered in maintaining rescue aids at the Port Credit Harbour as a result of vandalism and theft.



The establishment of rescue aid equipment stations on public lands abutting bodies of water would be a large program to undertake and would require daily monitoring, repair, and replacement. This would require budget allocations for manpower and equipment. A cost of \$54,600.00 is estimated to establish approximately 100 rescue aid stations, to allow for two replacements of equipment throughout the year and to employ three temporary employees to monitor, maintain and replace equipment on a daily basis.

Even with this expenditure and daily monitoring, the establishment of rescue aid stations would expose the Corporation to a greater level of liability risk than if the present policy of not providing such stations were continued.

RECOMMENDATION:

That the Recreation and Parks Department not re-establish rescue aid stations and equipment on public lands abutting bodies of water in the City of Mississauga.

C.01.11

Approved

See Recommendation OW-240-88 (T. Southorn)

21. Report dated May 19, 1988, from the Commissioner of Public Works regarding the possibility of designating parks, or areas within parks, to permit dogs to run unleashed.

Public parks are open to all residents of Mississauga for their use and enjoyment. There are presently two City By-laws in place requiring that dogs be leashed. Therefore, it would not be appropriate to designate park areas where dogs could run unleashed. There is always the possibility that a dog could turn on an unsuspecting park user, resulting in possible injuries and exposing the Corporation to liability risks..

RECOMMENDATION:

That the report dated May 19, 1988, from the Commissioner of Recreation and Parks dated recommending that no parks or areas within parks be designated to permit dogs to run unleashed, be approved.

L.07.04.01

I.03.01

Approved

See Recommendation OW-241-88 (D. Lane)

22. Report 5-88 of the Public Vehicle Authority meeting held on May 10, 1988.

A.03.04.01

Approved

See Recommendations OW-244-88 to OW-253-88 (D. Lane)



23. Report 3-88 of the Traffic Safety meeting held on May 25, 1988.

Approved

See Recommendations OW-254-88 to OW-262-88 (D. Lane)

24. Report dated May 27, 1988, from the Commissioner of Public Works regarding the Busway and Transit Terminal Study for the City Centre Area.

In the 1988 current budget, Council approved the sum of \$50,000 net City dollars for the retention of consultants to undertake a study with respect to the location of the future busway and transit terminal on the Hammerson land adjacent to Rathburn Road. During the circulation of the Draft Plan of Subdivision a section of land adjacent to Rathburn Road was identified to be held in reserve for a period of up to three years pending completion of a study with respect to the future busway connection within the Hammerson lands (see Appendix 1).

The Public Works Department has had discussions with Hammerson Incorporated and they have given a commitment to the Public Works Department that they will fund 25% of the cost of the study to a maximum of \$35,000. In addition, the Ministry of Transportation of Ontario has advised that the Mississauga City Centre has been included as a potential gateway location in the Ministry's Transportation Gateway-Greater Toronto Area Planning Study.

In view of the ongoing Ministry of Transportation of Ontario's Gateway Study and the condition placed on the Hammerson Draft Plan of Subdivision, it would be appropriate to retain an engineering consultant to prepare a functional design report to identify the property and alignment requirements between Highway 403 and Square One and the transit terminal requirements. In this regard, a request for proposals should be made to a number of consulting engineering firms. Furthermore, since the Ministry of Transportation of Ontario has included the Mississauga City Centre as a "gateway", it is appropriate to request Provincial subsidy for this study.

RECOMMENDATION:

That proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and that the Ministry of Transportation of Ontario be requested to provide special subsidy from the Ontario Transportation Improvement Initiatives Program for the functional design of the future Busway and Transit Terminal in the City Centre Area.

K.14.01

A.02.03.02.07

Approved

See Recommendation OW-242-88 (F. McKechnie)



25. Report dated May 31, 1988, from the Commissioner of Public Works regarding the presentation by The Honourable Ed Fulton, Minister of Transportation of Ontario, entitled 'Transportation Directions for the Greater Toronto Area', May 24, 1988.

On May 24, 1988, the Honourable Ed Fulton, Minister of Transportation of Ontario presented a report entitled, 'Transportation Directions for the Greater Toronto Area'. The purpose of the presentation was to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area.

The Minister described a number of transportation improvements some of which had previously been announced. Of particular interest to the City of Mississauga are the following:

1. The widening of Eglinton Avenue west of Mavis Road
2. The construction of the first stage of Highway 407 (from Highway 427 to Dufferin Street)
3. The extension of the Highway 401 collector distributor system westerly to Highway 10
4. The expansion of the traffic management system along the QEW in Mississauga
5. Increased GO Transit/TTC fare integration at GO Stations within Metropolitan Toronto and improved service co-ordination
6. Financial support for exclusive bus lanes on roads crossing the boundary with Metropolitan Toronto beginning with the construction of bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor.
7. The development of gateways (areas where commuters can transfer from autos and buses to higher order transit services) specifically at the Mississauga City Centre, the Renforth/Eglinton area and Sherway Gardens.
8. Incremental expansion of commuter rail services on all GO rail lines
9. A further review of the extension of the Bloor Subway line westerly from Kipling Station to the Mississauga/Metropolitan Toronto boundary
10. Improved transit services to major city centre areas including the use of articulated buses, transit priority measures, bus terminal modifications and appropriate road improvements.
11. The further consideration of consolidation of area municipal transit services within Peel, York and Durham.
12. Mechanisms to provide a co-operative framework for the planning of future transit services in the Greater Toronto Area.

In the Minister's announcement no new funding for the construction of major transit initiatives including the Sheppard Subway, the Eglinton West Rapid Transit Line and the Mississauga Busway were provided. It was stated that these major facilities would be examined again after a five-year period. In the meantime actions will be undertaken to protect lands for the eventual implementation of these transit improvements.



Although a large number of transportation improvements were reviewed in the Minister's announcement, the specifics were few. Generally, the province announced low cost transportation improvements to improve the efficiency of the existing transportation system. In addition, relatively low cost transit service improvements such as the use of bus lanes and actions to ensure greater service co-ordination and fare integration were suggested. Mention was made of increased emphasis to transit services and bus priority measures such as bus lanes on routes crossing the Metropolitan Toronto boundary. In addition, expanded bus service within municipalities like Mississauga especially improved services to City centre areas will be supported by the Province. The Minister made mention of the fact that the use of interim bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor can be a first step towards the eventual implementation of the Mississauga busway.

It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

The above noted study will help formulate the City's position on various transit initiatives including the possible extension of the Bloor subway to Sherway Gardens, fare integration and service co-ordination between Mississauga Transit and T.T.C. and GO Transit, and other possible transit service improvements.

The preparation of this plan can most easily be carried out with the assistance of a consultant. It is proposed that a consultant be retained to work with staff of the Public Works and Transit Departments in this regard. It is expected that the Ministry of Transportation will provide special subsidy for such a study.

In addition to the above the following more specific comments are provided:

1. Analysis is being conducted by this Department to review the five-year road improvement plans for the City in order to accommodate planned five-year land development growth in the north-west part of the City. The construction of a new interchange at Highway 401 and Mavis Road and the widening of Highway 401 to a collector distributor system westerly to this interchange will be addressed during this review.
2. The possible establishment of Regional Transit has been discussed by the Operations and Works Committee and Council in the past. The position of the City is that Regional Transit is not needed at this time and would provide no benefits.



In order to respond effectively to the Minister of Transportation's announcement regarding transportation directions for the Greater Toronto Area, it is appropriate for the City of Mississauga to develop a ten-year transit service strategy plan.

**RECOMMENDATION:**

That the staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and that a copy of the report of the Commissioner of Public Works dated May 31, 1988, dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

Committee Members requested that this report be deferred to the next meeting to provide an opportunity for further review.

**Deferred**

See Recommendation OW-243-88 (F. McKechnie)

Recommendations:

As per Report 11-88

Adjournment:

10:25 A.M.



THE OPERATIONS AND WORKS COMMITTEE

JUNE 1, 1988

REPORT 11-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its eleventh report and recommends:

OW-221-88 That the presentation to the Operations and Works Committee on June 1, 1988, by the Ministry of Transportation and the IBI Group regarding the proposed QEW Freeway Traffic Management System extension be received for information.

A.02.03.02.20  
(OW-221-88)

OW-222-88 That the presentation to the Operations and Works Committee on June 1, 1988, by Fenco Engineers regarding the Torbram Road/CN Grade Separation be received for information and that the Consultants continue with the project study.

J.05.88012  
(OW-222-88)

OW-223-88 That Public Information Centres be held for the Highway 403 Arterial Road Extension project at the Glenforest Secondary School on June 8 and 9, 1988.

A.02.03.02.02  
(OW-223-88)

OW-224-88 That the report dated May 24, 1988 from the Commissioner of Public Works in response to the petition dated March 24, 1988, from residents in the area of the proposed Highway 403 Arterial Road Extension expressing concern about the alignment and traffic in the Fieldgate Drive area be forwarded to Mrs. M.M. Hickey, 4230 Fieldgate Drive (the petitioners' representative).

A.02.0.02.02  
(OW-224-88)



OW-225-88 That the report dated May 4, 1988 from the Commissioner of Public Works recommending that notwithstanding the requirements of the Servicing Agreement for Hesport Subdivision, Plan 43M-707, located north of Burnhamthorpe Rd. E. and east of Golden Orchard Drive, the developer be advised that the requirement for the construction of a 1.5 metre concrete sidewalk on the north side of Sugar Maple Court is waived on the condition that the developer pay to the City a cash-in-lieu settlement equivalent to the cost of the sidewalk construction be deferred pending further investigation of the wishes of the area residents.

M-707.02  
(OW-225-88)

- OW-226-88 (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for the Ashley Oaks Homes Subdivision, Plan 43M-535, located south of Dundas Street West and west of Highway 10.
- (b) That the Letter of Credit (current value \$53,454.18) securing a Servicing Agreement for Plan 43M-535, be returned to the developer, Ashley Oaks Homes Incorporated.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-535, as public highway and part of the municipal system of the City of Mississauga.

M-536.02  
(OW-226-88)

- OW-227-88 (a) That the City of Mississauga assume the municipal works constructed by the developer under the terms of the Servicing Agreement for Ashley Developments Subdivision, Plan 43M-536, located south of Dundas Street West and west of Highway 10.
- (b) That the Letter of Credit (current value \$34,024.00) securing a Servicing Agreement for Plan 43M-536, be returned to the developer, Ashley Developments Limited.
- (c) That a by-law be enacted establishing the road allowance within Plan 43M-536, as public highway and part of the municipal system of the City of Mississauga.

M-536.02  
(OW-227-88)



- OW-228-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Servicing Agreement for Sheridan Mills Subdivision, Plan M-445, located south of Britannia Road and east of Erin Mills Parkway.
- (b) That the Letter of Credit (currently valued at \$144,474.99) securing the Servicing Agreement for Plan M-445 be returned to the developer, Donlee Holdings.
- (c) That a by-law be enacted establishing the road allowances within Plan M-445, as public highway and part of the municipal system of the City of Mississauga.

M-445.02  
(OW-228-88)

- OW-229-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreements for the Erin Mills-Meadowvale West Neighbourhoods 311A, 311B, 311C, 311D and 311E, Plans M-405, M-406, M-407, M-408 and M-409, located north of Battleford Road and west of Winston Churchill Boulevard.
- (b) That the Letters of Credit securing the Engineering Agreements for Plans M-405, M-406, M-407, M-408 and M-409 (currently valued at \$1,267,383.42) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plans M-405, M-406, M-407, M-408 and M-409 as public highways and part of the municipal system of the City of Mississauga.

M-405.02  
(OW-229-88)

- OW-230-88 (a) That the City of Mississauga assume the municipal works as constructed by the developer under the terms of the Engineering Agreement for the Erin Mills-Meadowvale West Neighbourhood 309, Plan M-347 (located north of Britannia Road West and west of Winston Churchill Boulevard).
- (b) That the Letter of Credit securing the Engineering Agreement for Plan M-347 (currently valued at \$173,942.36) be returned to the developer, Cadillac Fairview Corporation Limited.
- (c) That a by-law be enacted establishing the road allowances within Plan M-347 as public highway and part of the municipal system of the City of Mississauga.

M-347.02  
(OW-230-88)



OW-231-88 That a by-law be enacted to implement the closure of Second Line West between Eglinton Avenue West and Bancroft Drive from July 15, 1988 at 7:00 a.m. to August 22, 1988 at 7:00 p.m. for the purpose of the construction of underground services and road base.

T-83015  
F.02.04.03  
(OW-231-88)

OW-232-88 That the name "Annagem" be approved as a street name for the Annagem Investments Ltd. subdivision (located west of Kennedy Road at Courtneypark Drive).

T-86054  
F.02.07  
(OW-232-88)

OW-233-88 That the following street names be approved for the Erin Mills Development Corporation Subdivision T-86052 (lands located east of Winston Churchill Boulevard/north of Derry Road West): Crosscurrent; Windbreak; Gulfstream.

T-86052  
F.02.07  
(OW-233-88)

OW-234-88 That the following street names be approved for Kenderry Park Ltd. Subdivision T-88003 (lands located west of Kennedy Road/south of Derry Road East):

Gilbraltar Drive  
Limestone Road  
Sandstone Road

Kenderry Gate  
Quartz Road  
Slate Road

T-88003  
F.02.07  
(OW-234-88)

OW-235-88 That Waterville Court be approved as a street name for Hawthorne Valley Subdivision T-85017 (lands located west of Hurontario Street/north of Eglinton Avenue West).

T-85017  
F.02.07  
(OW-235-88)



OW-236-88 That the following names be approved as street names for the Erin Mills Development Corporation Subdivision T-87027 located east of Winston Churchill Boulevard and north of Thomas Street:

Fieldon (without the suffix "Grove")  
Leeside  
Raglan

T-87027  
F.02.07  
(OW-236-88)

OW-237-88 That a by-law be enacted to authorize execution of the Agreement dated May 1, 1988 between The Corporation of the City of Mississauga and Jannock Limited with respect to the channelization of the Mary Fix Creek and that such by-law contain a provision that it shall not take effect until the said Agreement has been approved under Section 64(1) of the Ontario Municipal Board Act and that the City Clerk be directed to make application to the Ontario Municipal Board for such approval.

J.05.85032  
(OW-237-88)

OW-238-88 That the report dated May 24, 1988, from the Fire Chief in response to the Consultants' Summary Reports on the Toronto Area Rail Transportation of Dangerous Goods be referred to the Area Representative, Councillor F. McKechnie, and Staff to arrange a public meeting.

D.08.01  
(OW-238-88)

OW-239-88 That a by-law be enacted to authorize execution of the Agreement between The Corporation of the City of Mississauga and Mascan Corporation for the Square One Transit Terminal and that the Ministry of Transportation and Mascan Corporation be thanked for their participation in this essential project.

J.05.86100  
(OW-239-88)

OW-240-88 That the Recreation and Parks Department not re-establish rescue aid stations and equipment on public lands abutting bodies of water in the City of Mississauga.

C.01.11  
(OW-240-88)



June 1, 1988

OW-241-88 That the report dated May 19, 1988, from the Commissioner of Recreation and Parks recommending that no parks or areas within parks be designated to permit dogs to run unleashed, be approved.

L.07.04.01  
I.03.01  
(OW-241-88)

OW-242-88 That proposals be requested from a number of consulting firms for the functional design of the future Busway and Transit Terminal in the City Centre Area and that the Ministry of Transportation Ontario be requested to provide special subsidy from the Ontario Transportation Improvement Initiatives Program for this project.

K.14.01  
A.02.03.02.07  
(OW-242-88)

OW-243-88 That the report dated May 31, 1988, from the Commissioner of Public Works regarding the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be referred to the next meeting of the Operations and Works Committee scheduled for June 15, 1988

D.01.04  
(OW-243-88)

OW-244-88 That the request dated February 26, 1988, from Mr. J. Lone, Principal, St. Dominic School, 515 Hartsdale Avenue, Mississauga, for the implementation of a foot patrollers program to assist with parking lot problems at St. Dominic School, not be approved, as the request for a foot patrollers program in a parking lot does not meet the safety criteria of the Foot Patrollers Program.

F.06.03.02  
(TSC-28-3-88)

OW-245-88 (a) That the school crossing on Lakeshore Road at Owenwood Drive, be relocated to the signalized intersection of Silver Birch Trail, effective September 1988.

(b) That the Peel Board of Education be notified that the school crossing on Lakeshore Road at Owenwood Drive, is being relocated to the signalized intersection of Silver Birch Trail effective September 1988, and be requested to notify the parents of the children involved, of this change of location.

F.06.03.02  
(TSC-29-3-88)



- OW-246-88 (a) That the school crossing guards at the railway crossings at Alexandra Avenue and Clarkson Road, remain until the end of the current school year.
- (b) That the Dufferin Peel Roman Catholic Separate School Board, and the Peel Board of Education, be requested to investigate the feasibility of implementing the railway safety program, Operation Lifesaver, at the schools in the area of the Alexandra Avenue, Clarkson Road and Ogden Avenue railway crossings.

F.06.03.02  
(TSC-30-3-88)

- OW-247-88 That a Crossing Guard not be placed at Ellengale Drive and Shadeland Drive, as warrants are not met.

F.06.03.02  
(TSC-31-3-88)

- OW-248-88 (a) That the Recreation and Parks Department be requested to clean up the Indian Grove Walkway.
- (b) That new lines be painted on Indian Grove Road at the School Crossing, and that new 'School Crossing' signs be posted in this area.
- (c) That the Crossing Guard stationed on Mississauga Road not be moved to Indian Grove Road, as requested by Mrs. Janet Clark, 615 Vanessa Crescent, as warrants are not met on Indian Grove Road for a Crossing Guard, and warrants are met on Mississauga Road for the retention of the Crossing Guard.

F.06.03.02  
(TSC-32-3-88)

- OW-249-88 (a) That due to the width of Eglinton Avenue at Heritage Hills Blvd., two temporary Crossing Guards be placed at this location, pending a site inspection in September, 1988, to determine if warrants are met to retain the Guards.
- (b) That a Crossing Guard not be placed at Guildwood Way and Eglinton Avenue, and McLaughlin Road and Eglinton Avenue, due to the lack of sidewalks in this area.
- (c) That, the Public Works Department notify the Traffic Safety Council in writing, when sidewalks have been constructed in the area of Guildwood Way and Eglinton Avenue, and McLaughlin Road and Eglinton Avenue, in order that a site inspection may take place to determine if a Crossing Guard is warranted at these locations.

F.06.03.02  
(TSC-33-3-88)



June 1, 1988

OW-250-88 That the letter dated May 4, 1988, from Roy Henderson, City Clerk, City of Toronto, regarding 'Future Directions On Bicycle Education', to the Honourable Chris Ward, Minister of Education, enclosing a copy of Clause 36 in Report No. 11, of the Toronto City Services Committee, be received for information.

F.06.03.02  
(TSC-34-3-88)

OW-251-88 That the memo dated April 12, 1988, from W. P. Taylor, Commissioner of Public Works, regarding further sidewalk locations at Rathburn Road and Elora Drive, be received for information.

F.06.03.02  
(TSC-35-3-88)

OW-252-88 (a) That the Peel Board of Education and the Dufferin Peel Roman Catholic Separate School Board be requested to reconsider the weeks designated for the 1989 school break, with a view to designating a common school break week in 1989.

(b) That the report dated May 13, 1988, from the Commissioner of Public Works, with regard to the 1989 School Break, be forwarded to the Peel Board of Education and to the Dufferin Peel Roman Catholic Separate School Board.

F.06.03.02  
(TSC-36-3-88)

OW-253-88 That heartfelt thanks be extended to Staff Sergeant David Yakichuk for his deep commitment and unselfish contribution to traffic safety, and to the Traffic Safety Council, in the City of Mississauga.

A.03.04.11.02  
(TSC-37-3-88)

OW-254-88 That the City of Mississauga advise the Ontario Highway Transport Board and the Region of Peel that the City of Mississauga has no objections to the proposed service by United Trails Inc. between Elmira, St. Jacobs, the City of Waterloo, the City of Kitchener, the City of Cambridge, the Junction of Highway 401 and Highway 6 and the Municipality of Metropolitan Toronto via Regional Road 21, Highway 85, Regional Road 17, Highway 8 and Highway 401.

L.08.03  
(PVA-31-5-88)



OW-255-88 That the matter of a taxicab driver's right to refuse to take passengers who are considered grossly unclean, be referred to the Legal Department for a report to the Public Vehicle Authority, with regard to the appropriate definition of 'grossly unclean', for inclusion in By-law 697-84.

L.08.04.01  
(PVA-32-5-88)

OW-256-88 (a) That the proposed location of a two (2) vehicle "CAB STAND" at the north-west corner of South Common Mall be recognized as a designated cab stand.

(b) That the Management of South Common Mall be thanked for their offer to install the necessary signage at South Common Mall, to indicate the location of the designated "Two (2) Vehicle Cab Stand".

D.05.02  
L.08.04.01  
(PVA-33-5-88)

OW-257-88 (a) That an amendment be made to the flat rate tariff, Schedules 3 and 4, of By-Law 697-84, to allow taxicab drivers to charge \$3.00 per en route stop for trips to Lester B. Pearson International Airport, and that this change be referred to the Public Vehicle Authority Tariff Subcommittee for inclusion in the new flat rate map.

(b) That the matter of charges for waiting time on trips to Lester B. Pearson International Airport, be referred to the Public Works Department for further investigation.

L.08.02  
(PVA-34-5-88)

OW-258-88 That Mr. Peter Danevicius be advised that it is not practical to reissue licenses on birth dates, as suggested in his letter dated March 8, 1988, as the Licensing Section does not presently have a computerized license issuance system.

L.08.04.02  
(PVA-35-5-88)

OW-259-88 (a) That staff in conjunction with the Tariff subcommittee, prepare a revised Schedule 3 for By-law 697-84, to reflect the suggested 15% differential between Taxicabs and Limousines, for the next Public Vehicle Authority meeting.

(b) That the Tariff Subcommittee for 1988, be composed of Mr. Bruce Mortensen, Mr. Y. Zahavy, Mr. Frank Clifford and Mr. Darshan Grewal.

L.08.02  
(PVA-36-5-88)



- OW-260-88 (a) That the memo dated May 2, 1988, from Councillor D. J. Culham, Chairman of the Public Vehicle Authority, regarding the activities of 'scoopers' at Lester B. Pearson International Airport, be received for information
- (b) That the letter dated April 14, 1988, from Inspector K. M. St. Clair, Inspector in Charge, R.C.M.P., Toronto Lester B. Pearson International Airport Detachment, to Mayor H. McCallion, regarding non-licensed taxicab and limousine operators operating at Lester B. Pearson International Airport, be received for information.
- (c) That the letter dated April 22, 1988, from Vijay Kalhan, President, Independent Limousine Owners Drivers Association, enclosing a list of Ontario license plate numbers of vehicles actively involved in 'scooping' at the Lester B. Pearson International Airport, be received for information.

L.08.04.03  
(PVA-37-5-88)

- OW-261-88 That the letter dated April 15, 1988, from F. Clifford, President, Airport Taxicab Association, to Mayor McCallion regarding the prearranged system at the Airport, and enclosing an excerpt from the Canada Gazette, regarding the G.A.C.O.R., be received for information.

L.08.04.03  
(PVA-38-5-88)

- OW-262-88 That the letter dated April 15, 1988, from Ron Cowan, Manager, City Taxi, to Mayor H. McCallion regarding taxi service in the Meadowvale/Streetsville area, be received for information.

L.08.04.01  
(PVA-39-5-88)



THE CORPORATION OF THE CITY OF MISSISSAUGA

A G E N D A

OPERATIONS AND WORKS COMMITTEE

WEDNESDAY, JUNE 15, 1988 - 9:00 A.M.

RESOURCE LIBRARY - CIVIC CENTRE

Members: Councillor H. Kennedy  
Councillor F. McKechnie  
Councillor D. Culham  
Councillor D. Cook (Chairman)  
Councillor D. Lane  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

Prepared by: Linda Mailer, Clerk's Department (896-5425)  
Date: June 9, 1988

Committee Members are requested to contact the appropriate Department Heads prior to the meeting if greater explanation or detail is required with regard to any item on this agenda.



INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 15, 1988

PRESENTATIONS - 9:00 A.M.

A. Representatives of St. Lawrence Cement Inc.

F.08.07.02

SEE ITEM 1

| <u>ITEM</u> | <u>FILE</u>   | <u>SUBJECT</u>                                                                        |
|-------------|---------------|---------------------------------------------------------------------------------------|
| 1.          | F.08.07.02    | St. Lawrence Cement Inc. - Fuel Cost Reduction Study                                  |
| 2.          | D.01.04       | Transportation Directions for the Greater Toronto Area                                |
| 3.          | T-86048       | Lisgar and Winston Churchill Secondary Plans and Foundation Drain Collector Agreement |
| 4.          | J.05.01       | Northmount Avenue - Reconstruction from Atwater to South Service Road                 |
| 5.          | T-85024       | Second Line West - Reconstruction from north of Eglinton Avenue                       |
| 6.          | J.05.88008    | McLaughlin Road - Temporary Road Closure from Bristol Road to Britannia Road          |
| 7.          | J.05.88042    | Meadowvale Pole Replacement - Consulting Engineers - McCormick Rankin & Associates    |
| 8.          | A.00.02.01    | Flowers and/or Landscaping on Sight Triangles Policy Review                           |
| 9.          | A.02.03.03.12 | Solvtec Corporation - Application for Certificate of Approval for Waste Disposal Site |
| 10.         | L.02.01       | Million Dollar Saloon, Musketeer Billiards, Chez Paree I and II - Licensing           |
| 11.         | L.02.01       | Lottery License Officers - Appointments                                               |
| 12.         | A.02.0.02.06  | North Service Road - Sale of Closed Out Portion                                       |
| 13.         | D.02.01       | Ontario Midwestern Rail Services                                                      |



CITY OF MISSISSAUGA

AGENDA

OPERATIONS AND WORKS COMMITTEE

JUNE 15, 1988

PRESENTATIONS - 9:00 A.M.

- A. Representatives of St. Lawrence Cement Co.  
F.08.07.02  
SEE ITEM 1

MATTERS FOR CONSIDERATION:

1. Presentation by St. Lawrence Cement Inc. regarding the Fuel Cost Reduction Study which is a feasibility study for a program to use refused derived fuel at the Mississauga plant. The RDF will partially replace the coal which is used at present as fuel. In addition to the recovery of 100,000 tonnes of fuel from municipal waste that would otherwise be landfilled, are a potential reduction in post recycled waste landfilled of 141,000 tonnes a year and the potential recovery of other reusable materials of 40,000 tonnes a year.  
F.08.07.02
2. Report dated May 31, 1988, from the Commissioner of Public Works regarding the presentation by The Honourable Ed Fulton, Minister of Transportation of Ontario, entitled 'Transportation Directions for the Greater Toronto Area', May 24, 1988.  
  
The purpose of the presentation was to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area. The Minister described a number of transportation improvements some of which had previously been announced.



Although a large number of transportation improvements were reviewed in the Minister's announcement, the specifics were few. Generally, the province announced low cost transportation improvements to improve the efficiency of the existing transportation system. In addition, relatively low cost transit service improvements such as the use of bus lanes and actions to ensure greater service co-ordination and fare integration were suggested. Mention was made of increased emphasis to transit services and bus priority measures such as bus lanes on routes crossing the Metropolitan Toronto boundary. In addition expanded bus service within municipalities like Mississauga especially improved services to City centre areas will be supported by the Province. The Minister made mention of the fact that the use of interim bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor can be a first step towards the eventual implementation of the Mississauga busway.

It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

The above noted study will help formulate the City's position on various transit initiatives including the possible extension of the Bloor subway to Sherway Gardens, fare integration and service co-ordination between Mississauga Transit and T.T.C. and GO Transit, and other possible transit service improvements.

The preparation of this plan can most easily be carried out with the assistance of a consultant. It is proposed that a consultant be retained to work with staff of the Public Works and Transit Departments in this regard. It is expected that the Ministry of Transportation will provide special subsidy for such a study.

#### RECOMMENDATION:

That the Staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and that a copy of the report dated May 31, 1988, from the Commissioner of Public Works dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

D.01.04

#### RECOMMEND ADOPTION



3. Report dated June 7, 1988, from the Commissioner of Public Works with respect to the Lisgar and Winston Churchill Secondary Plans and Foundation Drain Collector Agreement.

The attached report dated May 3, 1988 indicates that the lands forming draft Plan T-86048 have been held up pending agreement by the developers to post letters of credit with the City to cover the cost of a foundation drain collector (F.D.C.) sewer, which is estimated to cost \$2.8 million.

An agreement has been reached between the developers with respect to the F.D.C. sewer and these developers have posted individual letters of credit totalling \$2.8 million to cover the cost of an F.D.C. sewer extending from Britannia Road and Ninth Line on the north, southerly on Ninth Line to Erin Centre Drive, and then along Erin Centre Drive to Winston Churchill Boulevard. While of the landowners have not participated in this agreement the total cost of the works has been secured.

Subsequent to writing the May 3, 1988 report, the Region of Peel submitted a landfill site selection study for the City of Mississauga which suggested that the Winston Churchill District (Site 5 in the Regional study) should be considered further for the development of a landfill site and that the processing of development applications should be deferred until further investigations are completed.

These recommendations have been reviewed with the Region and it has been concluded that the lands north of Britannia Road and south of Derry Road, between the Ninth and Tenth Lines, can be developed as proposed with sanitary sewers and storm sewers including an F.D.C. sewer and the \$2.8 million proposal by the developers for the F.D.C. sewer is the most expensive method of sewerage these lands.

#### RECOMMENDATION:

That the lands bounded by the Ninth Line, Derry Road, Tenth Line and Britannia Road be permitted to develop as follows:

- (a) that the 220 preserviced lots within Phase 2, Draft Plan T-86048, Trelawny area (First City Developments) be allowed to proceed to registration provided that the usual requirements of the City of Mississauga are met and all the letters of credit are in a form satisfactory to the City;
- (b) that additional lands in the Trelawny area be allowed to proceed towards servicing and registration based on the premise that a permanent sanitary outlet is to be constructed by the Region of Peel in 1989 and an F.D.C. sewer is to be constructed in conjunction with the sanitary sewer or independently as approved by City Council;
- (c) that the letters of credit in the amount of \$2.8 million be retained by the City of Mississauga until the F.D.C. sewer has been constructed to the satisfaction of the City.

T-86048

#### RECOMMEND ADOPTION



4. Report dated June 3, 1988, from the Commissioner of Public Works in response to a petition, dated April 20, 1988, containing approximately 95 signatures for the reconstruction of Northmount Avenue to the same standard as Applewood Road. Applewood Road was recently reconstructed to a curb and gutter section with a storm sewer and a walk on one side of the road.

The reconstruction of Northmount Avenue from Atwater Avenue to South Service Road is identified as a 1990 local Road reconstruction project in the 1988-97 Capital Budget. This work can only be advanced to 1989 if another local road reconstruction job presently proposed for 1989 is deleted. Based on the priority of works, the reconstruction of Northmount Avenue should remain in the 1990 capital program.

RECOMMENDATION:

That the reconstruction of Northmount Avenue from Atwater Avenue to South Service Road be retained as a local road reconstruction project in 1990, as now identified in the 1988-97 Capital Budget and that the initiator of the petition, Mr. Altorio of 857 Ninth Street, Mississauga, be so informed.

J.05.01

RECOMMEND ADOPTION

5. Report dated June 8, 1988, from the Commissioner of Public Works regarding the reconstruction requirements for Second Line West north of Eglinton Avenue.

In view of the eight subdivisions which are now proposed along Second Line from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site, the Public Works Department has reviewed the need for the reconstruction of Second Line.

Second Line currently exists as a two lane ditched road section. This section of roadway was rebuilt by the Region of Peel in conjunction with the Britannia Road Landfill site and is in good structural condition. However, it has been determined that to accommodate the development in the area, Second Line should be upgraded to a four-lane curb and gutter section with storm sewers.

The most efficient method of completing the reconstruction would be to have each of the area developers contribute an amount proportional to their frontage to fund the entire cost of the widening and intersection improvements. The City would then construct Second Line with 100% developer funding. The exact timing will be reviewed during the 1989 Capital Budget discussions.

At the present time the East Credit Development Corp. lands (T-86072), have been draft approved and the imposition of the additional requirement for Second Line would require the Region of Peel to amend their draft approval conditions.

The Goodman lands (T-86047) and the River Grove lands (T-86087) have been approved by Mississauga City Council but have not yet been draft approved.



Consolidated Reports have not yet been prepared for the remaining plans.

RECOMMENDATION:

That with respect to the reconstruction of Second Line West from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site the following conditions be applied:

- (a) The Region of Peel be requested to amend the draft plan conditions for T-86072 to include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

- (b) The City of Mississauga Consolidated Report for the Goodman lands (T-86047) and the River Grove lands (T-86087) be amended to include the following clause:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

- (c) The Consolidated Reports, when prepared for the Daniels lands (T-85024), Goodman (T-86014), Gateshead (T-86095), Lakeview (T-86071) and Irber Holdings (T-86020), include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

T-85024  
T-86104  
T-86095  
T-87071  
T-86020  
T-86047  
T-86072  
T-86087

RECOMMEND ADOPTION



6. Report dated May 27, 1988, from the Commissioner of Public Works regarding the temporary closures of McLaughlin Road from Bristol Road to Britannia Road.

The reconstruction of McLaughlin Road from Bristol Road to Britannia Road has been approved in the 1988 Capital Works Budget. It is intended that tenders be called in the month of June and construction be started at the beginning of August.

Because of the severe grade changes that will take place and the deep underground services proposed for McLaughlin Road, it would be extremely difficult and expensive to keep the road open to through traffic during construction. For these reasons, a phased road closure of McLaughlin Road should be undertaken.

RECOMMENDATION:

- (a) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of August 9, 1988 at 9:00 a.m. to October 2, 1988 at 12:00 midnight for the purpose of road and underground service construction.
- (b) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of October 3, 1988 at 12:01 a.m. to November 30, 1988 at 2:00 p.m. for the purpose of road and underground service construction.

J.05.88008

RECOMMEND ADOPTION

7. Report dated May 31, 1988, from the Commissioner of Public Works regarding the agreement with McCormick Rankin & Associates for the design preparation of contract documents and administration of the contract for the pole replacement in the Meadowvale area.

RECOMMENDATION:

That a by-law be enacted authorizing execution of the Agreement dated May 11, 1988 between The Corporation of the City of Mississauga and McCormick Rankin & Associates Limited for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale at an estimated cost of \$50,000.

J.05.88042

RECOMMEND ADOPTION



8. Report dated June 1, 1988, from the Commissioner of Public Works in response to concerns expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION:

That no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles.

A.00.02.01

RECOMMEND ADOPTION

9. Report dated May 26, 1988, from the Commissioner of Public Works regarding the Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by the Solvtec Corporation to be located at 5775 Atlantic Drive, Mississauga.

The Ministry of the Environment has discretion under Part V, Section 32(1)(b) of the Environmental Protection Act, R.S.O. 1980, to hold a hearing on applications of this type. The Ministry has requested comments from the City, by resolution of Council, as to whether or not the City desires a hearing to be held.

The Solvtec Corporation proposes to implement a solvent pick-up and recycle service for the Toronto area autobody industry. The service requires that drums of waste solvent be stored at the warehouse in a secured concrete vault at 5775 Atlantic Drive, Mississauga until a full shipment of 15 drums accumulates. At this time, Varnicolour of Elmira, Ontario will pick-up the waste solvent for processing.

The need for a hearing on this application is not apparent as the facility complies with the zoning restrictions for the area, the transporting vehicles have been outfitted for safe transport of the solvent, and provisions have been made for safe storage of the drums on the site.



RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Solvtec Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 5775 Atlantic Drive, Mississauga.

A.02.03.02.12

RECOMMEND ADOPTION

10. Report dated May 16, 1988, from the Commissioner of Public Works regarding the following recommendation (AF-301-87) adopted by Council:

That the report dated November 16, 1987, from the City Solicitor regarding the reissuance of licences to Musketeer Billiards, Million Dollar Saloon and Chez Paree I and II be referred to the Area Representative, Councillor F. McKechnie and Staff for a thorough review.

As a result none of the four establishments have been able to renew licenses for 1988. The Million Dollar Saloon has made one application to the Committee of Adjustment for a variance due to shortage of parking which application was withdrawn, but another is expected in the near future.

Staff have no objection to the renewal of the licenses to Musketeer Billiards and Chez Paree I and II; however, the Million Dollar Saloon would be withheld until the hearing of the Committee of Adjustment.

RECOMMENDATION:

That the licenses for Musketeer Billiards and Chez Paree I and II be renewed for 1988 and the license for Million Dollar Saloon be withheld until application and hearing with the Committee of Adjustment is finalized.

L.02.01

RECOMMEND ADOPTION

11. Report dated May 30, 1988, from the Commissioner of Public Works regarding the appointment of Lottery Licensing Officers who are currently working in the jurisdiction of the Public Works Department.

RECOMMENDATION:

That a by-law be enacted to repeal By-law 48-86, and to appoint Lottery Licensing Officers as follows:

- (a) William P. Taylor, J. Ronald Nisbet and Matthew C. Brown as Lottery Licensing Officers for the purposes of administering the issuance of Lottery Licenses pursuant to the powers given to the Municipal Corporation by the Province of Ontario by Order-in-Council 274/70.



- (b) That said William P. Taylor, J. Ronald Nisbet and Matthew C. Brown shall hold office during the pleasure of Council and shall exercise all the authority, powers and rights and shall perform all the duties and obligations which by the Order-n-Council are conferred or imposed upon lottery license offices.

L.02.01

RECOMMEND ADOPTION

12. Report dated May 30, 1988, from the City Clerk regarding the sale of City Owned Land closed out portion of North Service Road.

Council, at its meeting on March 23, 1983 approved the closure of part of the North Service Road at the north-east quadrant of Cawthra Road and the Queen Elizabeth Way and sale to the abutting owners, subject to the owners reimbursing the City for legal and other related costs.

An Offer to Purchase in accordance with Council's recommendation has been received by the current owners of 785 North Service Road at a purchase price of \$650.00 which reflects the City's cost in disposing of the closed out road allowance.

RECOMMENDATION:

That a by-law be enacted setting the price for the closed out portion of the North Service Road, described as Part 2, Plan 43R-14076 at \$650.00 and authorizing the execution of an Offer to Purchase from Hans J. Kluge and Patricia M. Kluge, for the subject property at \$650.00 and all other documents related to the provisions of the Offer to Purchase.

A.02.03.02.06

RECOMMEND ADOPTION

13. Letter dated May 3, 1988, from Mr. Peter Bowers, Project ReRail Coordinator for Ontario Midwestern Rail Services. Mr. Bowers requests the City to pass a resolution supporting the need for continued and improved rail service in mid-western Ontario and encouraging the Federal and Provincial Governments to provide assistance.

RECOMMENDATION:

That no action be taken with respect to the request from Mr. Peter Bowers, Project ReRail Coordinator for Ontario Midwestern Rail Services that the City support the need for continued and improved rail service in mid-western Ontario and encourage the Federal and Provincial Governments to provide assistance.

D.02.01

RECOMMEND ADOPTION





**ST. LAWRENCE  
CEMENT**

2391 Lakeshore Road West  
Mississauga, Ont.  
L5J 1K1

(416) 822-1653  
Cable address: LAURENCIM, MSGA  
Telex: 06 982290

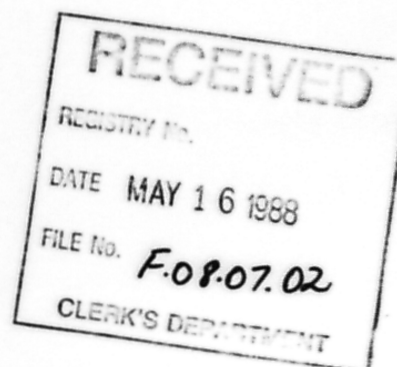
1988 05 13

OPERATIONS WORKS.

**JUN 15 1988**

The City of Mississauga  
300 City Centre Drive  
Mississauga, Ontario  
L5B 1M2

Attention: Linda Mailer  
Clerk's Department



Dear Sirs:

Re: St. Lawrence Cement Inc.  
Fuel Cost Reduction Study

As confirmed by telephone May 12, 1988, St. Lawrence Cement Inc. will make a presentation to the Public Works Committee at 9:00 A.M. on June 15, 1988. The presentation will review the Fuel Cost Reduction Study, which is a feasibility study for a program to use refused derived fuel (RDF) at the Mississauga plant. The RDF will partially replace the coal which is used at present as fuel. Other advantages of the program, in addition to the recovery of 100,000 tonnes of fuel from municipal waste that would otherwise be landfilled, are a potential reduction in post recycled waste landfilled of 141,000 tonnes a year and the potential recovery of other reusable materials of 40,000 tonnes a year.

In attendance for the presentation will be:

- a) St. Lawrence Cement Inc.  
Charles Coles, General Manager  
Wayne Gallant, Controller
- b) The Proctor & Redfern Group  
Michael Pratt, Senior Environmental Assessment Co-ordinator  
Clive Attwater, Waste Management Systems Analyst  
Tyrone Gan, Senior Transportation Engineer
- c) Ontario Research Foundation  
Stephen Thorndyke, Manager, Air Emission and Control Section  
Colin Baynes, Special Consultant, Air Quality Section

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- 2 -

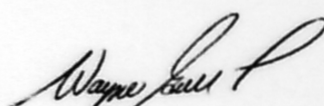
Charles Coles will present an overview of the project and the Resource Group in attendance will be available to answer any specific questions the Committee Members may have.

It is estimated 1-1½ hours will be sufficient time for the presentation and questions. Also I will bring copies of documents for the Committee Members, Council and the Clerk's Office.

Thank you.

Yours truly,

ST. LAWRENCE CEMENT INC.



W. Gallant  
Controller

WG:ga

cc: C. Coles  
M. Pratt  
S. Thorndyke





## Corporate Report

OPERATIONS/WORKS. JUN 15 1988

OPERATIONS/WORKS. JUN 1 1988

Received by  
Clerk's Dept.

Clerk's Files

Originator's  
Files

11 141 00045

**DATE:** May 31, 1988

**TO:** Chairman and Members of the Operations and Works Committee

**FROM:** W. P. Taylor, P. Eng., Commissioner of Public Works Department

**SUBJECT:** Presentation by The Honourable Ed Fulton, Minister of Transportation of Ontario, entitled 'Transportation Directions for the Greater Toronto Area', May 24, 1988

**ORIGIN:**

On May 24, 1988, the Honourable Ed Fulton, Minister of Transportation of Ontario presented a report entitled, 'Transportation Directions for the Greater Toronto Area'. The purpose of the presentation was to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area.

The Minister described a number of transportation improvements some of which had previously been announced. Of particular interest to the City of Mississauga are the following:

1. The widening of Eglinton Avenue west of Mavis Road
2. The construction of the first stage of Highway 407 (from Highway 427 to Dufferin Street)
3. The extension of the Highway 401 collector distributor system westerly to Highway 10
4. The expansion of the traffic management system along the QEW in Mississauga
5. Increased GO Transit/TTC fare integration at GO Stations within Metropolitan Toronto and improved service co-ordination
6. Financial support for exclusive bus lanes on roads crossing the boundary with Metropolitan Toronto beginning with the construction of bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor.



May 31, 1988.

7. The development of gateways (areas where commuters can transfer from autos and buses to higher order transit services) specifically at the Mississauga City Centre, the Renforth/Eglinton area and Sherway Gardens.
8. Incremental expansion of commuter rail services on all GO rail lines
9. A further review of the extension of the Bloor Subway line westerly from Kipling Station to the Mississauga/Metropolitan Toronto boundary
10. Improved transit services to major city centre areas including the use of articulated buses, transit priority measures, bus terminal modifications and appropriate road improvements.
11. The further consideration of consolidation of area municipal transit services within Peel, York and Durham.
12. Mechanisms to provide a co-operative framework for the planning of future transit services in the Greater Toronto Area.

In the Minister's announcement no new funding for the construction of major transit initiatives including the Sheppard Subway, the Eglinton West Rapid Transit Line and the Mississauga Busway were provided. It was stated that these major facilities would be examined again after a five-year period. In the meantime actions will be undertaken to protect lands for the eventual implementation of these transit improvements.

COMMENTS:

Although a large number of transportation improvements were reviewed in the Minister's announcement, the specifics were few. Generally, the province announced low cost transportation improvements to improve the efficiency of the existing transportation system. In addition, relatively low cost transit service improvements such as the use of bus lanes and actions to ensure greater service co-ordination and fare integration were suggested. Mention was made of increased emphasis to transit services and bus priority measures such as bus lanes on routes crossing the Metropolitan Toronto boundary. In addition,

... 3



2(b7)

COMMENTS:

expanded bus service within municipalities like Mississauga especially improved services to City centre areas will be supported by the Province. The Minister made mention of the fact that the use of interim bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor can be a first step towards the eventual implementation of the Mississauga busway.

It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

The above noted study will help formulate the City's position on various transit initiatives including the possible extension of the Bloor subway to Sherway Gardens, fare integration and service co-ordination between Mississauga Transit and T.T.C. and GO Transit, and other possible transit service improvements.

The preparation of this plan can most easily be carried out with the assistance of a consultant. It is proposed that a consultant be retained to work with staff of the Public Works and Transit Departments in this regard. It is expected that the Ministry of Transportation will provide special subsidy for such a study.

In addition to the above the following more specific comments are provided:

1. Analysis is being conducted by this Department to review the five-year road improvement plans for the City in order to accommodate planned five-year land development growth in the north-west part of the City. The construction of a new interchange at Highway 401 and Mavis Road and the widening of Highway 401 to a collector distributor system westerly to this interchange will be addressed during this review.



May 31, 1988.

COMMENTS: (Continued)

2. The possible establishment of Regional Transit has been discussed by the Operations and Works Committee and Council in the past. The position of the City is that Regional Transit is not needed at this time and would provide no benefits.

CONCLUSION:

In order to respond effectively to the Minister of Transportation's announcement regarding transportation directions for the Greater Toronto Area, it is appropriate for the City of Mississauga to develop a ten-year transit service strategy plan.

RECOMMENDATION:

That the staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and

That a copy of the report of the Commissioner of Public Works dated May 31, 1988, dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

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0812E/151E

*William Taylor*  
W. P. Taylor, P. Eng.  
Commissioner  
Public Works Department





## Corporate Report

Received by  
Clerk's Dept.

Clerk's Files

3

JUN 15 1988

OPERATIONS WORKS

Originator's 16 111 86240  
Files 11 141 00045

DATE: June 7, 1988

TO: Chairman and Members of Operations and Works Committee

FROM: William P. Taylor, P. Eng., Commissioner of Public Works

SUBJECT: Lisgar and Winston Churchill Secondary Plans and Foundation Drain Collector Agreement

ORIGIN: Request for Report #35-88

BACKGROUND: The attached report dated May 3, 1988 indicates that the lands forming draft Plan T-86048 have been held up pending agreement by the developers to post letters of credit with the City to cover the cost of a foundation drain collector (F.D.C.) sewer, which is estimated to cost \$2.8 million.

COMMENTS: We wish to confirm that there is now an agreement between the developers with respect to the F.D.C. sewer and these developers have posted individual letters of credit totalling \$2.8 million to cover the cost of an F.D.C. sewer extending from Britannia Road and Ninth Line on the north, southerly on Ninth Line to Erin Centre Drive, and then along Erin Centre Drive to Winston Churchill Boulevard (it should be noted all of the lands have not participated in this agreement; however, the total cost of the works has been secured).

Subsequent to writing the May 3, 1988 report, the Region of Peel submitted a landfill site selection study for the City of Mississauga which suggested that the Winston Churchill District (Site 5 in the Regional study) should be considered further for the development of a landfill site and that the processing of development applications should be deferred until further investigations are completed.

We have reviewed with the Region these recommendations and wish to advise Council that the lands north of Britannia Road and south of Derry Road, between the Ninth and Tenth Lines, can be developed as proposed with sanitary sewers and storm sewers including an F.D.C. sewer and the \$2.8 million proposal by the developers for the F.D.C. sewer is the most expensive method of sewerage these lands.

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June 7, 1988

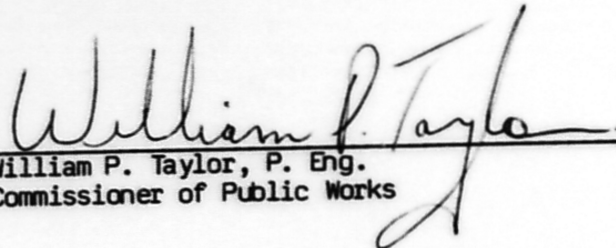
CONCLUSION:

Based on the various servicing alternatives that are available for servicing the Winston Churchill and Lisgar Districts, we have concluded that the lands bounded by Britannia Road and Derry Road on the north and south and the Ninth and Tenth Lines on the east and west can proceed as proposed, with the City and the Region studying alternative methods for sanitary and storm sewers if Site 5 is chosen for landfill.

RECOMMENDATION:

That the lands bounded by the Ninth Line, Derry Road, Tenth Line and Britannia Road be permitted to develop as follows:

- (a) the 220 preserviced lots within Phase 2, draft plan T-86048, Trelawney area (First City Developments) be allowed to proceed to registration provided that the usual requirements of the City of Mississauga are met and all the letters of credit are in a form satisfactory to the City;
- (b) that additional lands in the Trelawney area be allowed to proceed towards servicing and registration based on the premise that a permanent sanitary outlet is to be constructed by the Region of Peel in 1989 and an F.D.C. sewer is to be constructed in conjunction with the sanitary sewer or independently as approved by City Council;
- (c) that the letters of credit in the amount of \$2.8 million be retained by the City of Mississauga until the F.D.C. sewer has been constructed to the satisfaction of the City.

  
William P. Taylor, P. Eng.  
Commissioner of Public Works

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Attach.





## Corporate Report

OPERATION WORKS. JUN 15 1988

OPERATION WORKS. MAY 11 1988

Received by  
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Clerk's Files

T-86048

Originator's  
Files

16 111 86240  
11 141 00045

3 (h)

DATE : May 3, 1988  
TO : Chairman and Members of Operations and Works Committee  
FROM : W.P. Taylor, Commissioner, Public Works Department  
SUBJECT : Foundation Drain Collector Agreement

ORIGIN : Request for Report No. 35-88

BACKGROUND : In January 1988, the Operations and Works Committee referred the request from Mr. S. Romm on behalf of First City Developments back to staff for a report to the Operations and Works Committee on the Foundation Drain Collector Agreement.

Mr. Romm had requested that the 220 pre-serviced lots in Draft Plan T-86048 be allowed to proceed ahead of the Agreement for the Foundation Drain Collector, (F.D.C.) and that a special levy be imposed on all land owners to pay the costs of the F.D.C.

The F.D.C. is a sewer draining only the house footings which is required in the Trelawney area as the surface outlet is too shallow to connect footings to the storm sewer. The F.D.C. must outlet near Winston Churchill Blvd. and Eglinton Avenue some 5 km downstream from Britannia Road and Ninth Line. The F.D.C. is to be constructed along with the Regional sanitary sewer (Regional budget for 1989) at an additional cost of \$2.8 million.

Public Works requested that the developers in the area reach an agreement on the payment of the costs of the F.D.C. which is estimated to be \$2.8 million.

On April 26, 1988, an executed copy of an Agreement between the developers was delivered to the Commissioner of Public Works. The Agreement had been duly executed by all seven of the affected developers and it contained a schedule indicating the cost sharing required from each developer. The Agreement further required that within seven days each developer would post the required Letter of Credit.

continued ...



CONCLUSION :

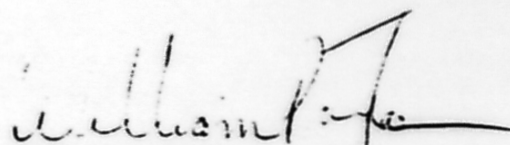
To date we have not received the Letters of Credit from the developers, however these are anticipated shortly.

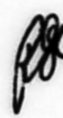
Based on having received an acceptable executed Agreement from the seven area developers and subject to the receipt of the Letters of Credit as required by the Agreement, the development in the Trelawney area should be allowed to proceed.

RECOMMENDATION :

That with respect to the F.D.C. requirements for the Trelawney area of the City of Mississauga (bounded by Ninth Line, Derry Road, Tenth Line and Britannia Road):

- a) the 220 pre-serviced lots within Phase 2, Draft Plan T-86048, Trelawney area (First City Developments), be allowed to proceed to registration providing that the usual requirements of the City of Mississauga are met and provided that the F.D.C. security is received prior to final Council approval of the Servicing Agreement,
- b) the other developments in the Trelawney area bounded by Derry Road, Ninth Line, Britannia Road and Tenth Line be allowed to proceed toward servicing and registration in the usual manner.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Department

 RGC:jb

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## Corporate Report

Received by JUN 7 1988  
Clerk's Dept.

Clerk's Files J-0501

OPERATIONS/WORKS JUN 15 1988

Originator's Files 11 141 00045

DATE: June 3, 1988  
TO: Chairman and Members of Operations and Works Committee  
FROM: W. P. Taylor, P. Eng., Commissioner of Public Works  
SUBJECT: Reconstruction of Northmount Avenue from Atwater Avenue to South Service Road

ORIGIN: Council Session May 9, 1988

COMMENTS: A petition, dated April 20, 1988, bearing approximately 95 signatures, for the reconstruction of Northmount Avenue was received at the May 9, 1988 Council Session.

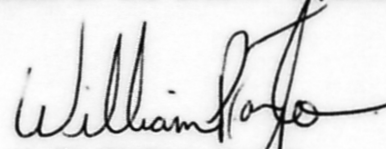
The residents were requesting an upgrading of Northmount Avenue to the same standard as Applewood Road. Applewood Road was recently reconstructed to a curb and gutter section, with a storm sewer and a walk on one side of the road.

CONCLUSION: The reconstruction of Northmount Avenue from Atwater Avenue to South Service Road is identified as a 1990 local Road reconstruction project in the 1988-97 Capital Budget.

This work can only be advanced to 1989 if another local road reconstruction job presently proposed for 1989 is deleted. Based on the priority of works, the reconstruction of Northmount Avenue should remain in the 1990 capital program.

RECOMMENDATION: a) That the reconstruction of Northmount Avenue from Atwater Avenue to South Service Road be retained as a local road reconstruction project in 1990, as now identified in the 1988-97 Capital Budget.  
b) That the initiator of the petition, Mr. Altorio of 857 Ninth Street, Mississauga, Ontario be informed that the reconstruction of Northmount Avenue from Atwater Avenue to South Service Road is currently scheduled to be undertaken in 1990, as proposed in the 1988-97 Capital Budget.

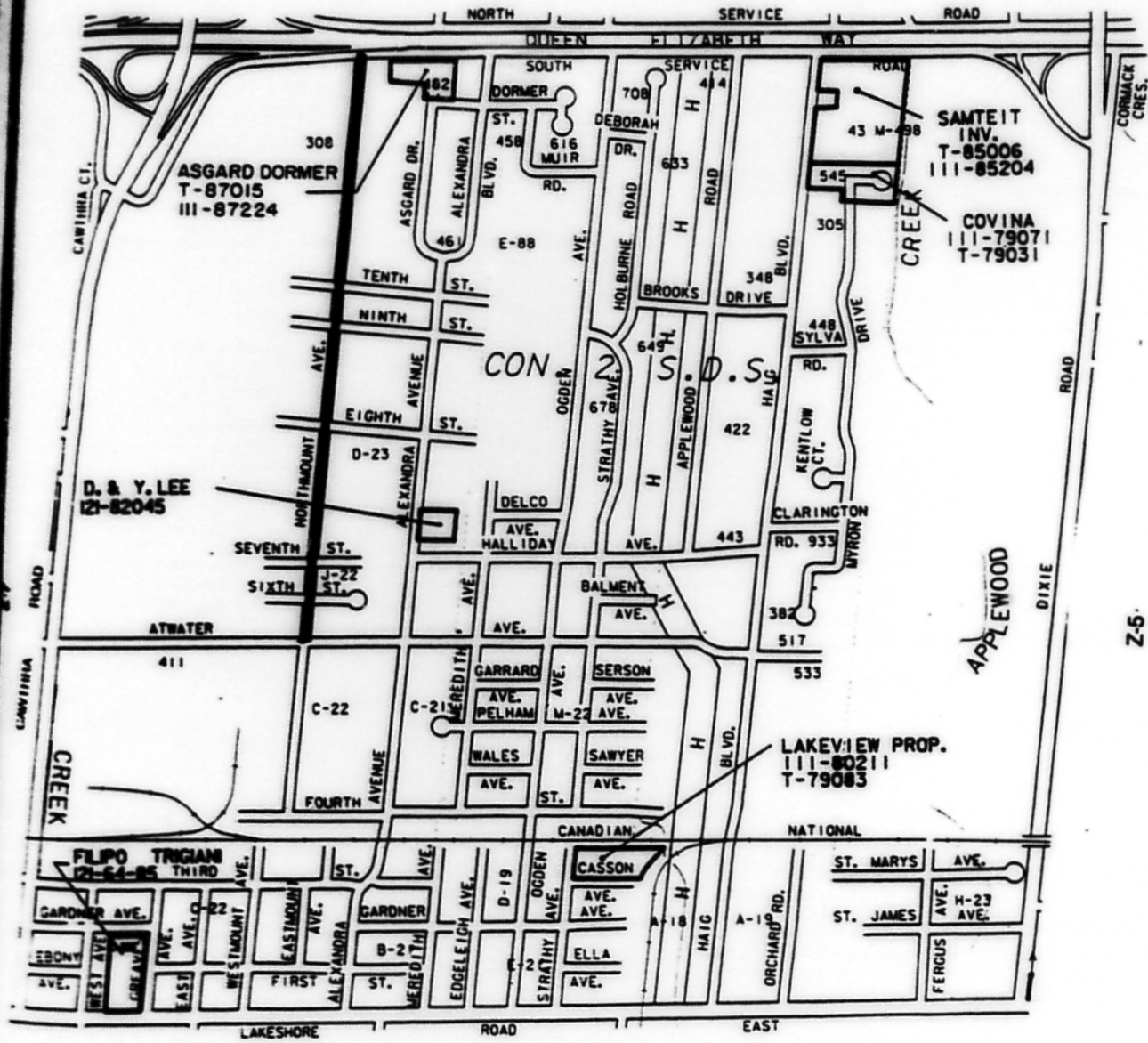
W. P. Taylor  
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W. P. Taylor, P. Eng.  
Commissioner  
Public Works



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## Corporate Report

OPERATION WORKS

JUN 15 1988

Received by  
Clerk's Dept.

Clerk's Files

Originator's  
Files 11 141 00045

DATE : June 8, 1988  
TO : Chairman and Members of Operations and Works Committee  
FROM : W.P. Taylor, Commissioner, Public Works Department  
SUBJECT : Reconstruction requirements for Second Line West - North  
of Eglinton Avenue  
T-85024, T-86104, T-86095, T-87071, T-86020, T-86047,  
T-86072 and T-86087.

ORIGIN : Public Works Department

COMMENTS : In view of the eight subdivisions which are now proposed  
along Second Line from Eglinton Avenue northerly to the  
southerly limit of the Britannia Landfill site, the  
Public Works Department has reviewed the need for the  
reconstruction of Second Line.

Second Line currently exists as a two lane ditched road  
section. This section of roadway was rebuilt by the  
Region of Peel in conjunction with the Britannia Road  
Landfill site and is in good structural condition.  
However, it has been determined that to accommodate the  
development in the area, Second Line should be upgraded  
to a four-lane curb and gutter section with storm sewers.

The most efficient method of completing the  
reconstruction would be to have each of the area  
developers contribute an amount proportional to their  
frontage to fund the entire cost of the widening and  
intersection improvements. The City would then  
construct Second Line with 100% developer funding. The  
exact timing will be reviewed during the 1989 Capital  
Budget discussions.

At the present time the East Credit Development Corp.  
lands (T-86072), have been draft approved and the  
imposition of the additional requirement for Second Line  
would require the Region of Peel to amend their draft  
approval conditions.

continued ...



June 8 1985 (a)

The Goodman lands (T-86047) and the River Grove lands (T-86087) have been approved by Mississauga City Council but have not yet been draft approved.

Consolidated Reports have not yet been prepared for the remaining plans.

CONCLUSION :

Second Line West should be reconstructed utilizing funds received from the area developers on a proportionate frontage basis to cover 100% of the construction cost.

RECOMMENDATION :

That with respect to the reconstruction of Second Line West from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site:

a)

The Region of Peel be requested to amend the draft plan conditions for T-86072 to include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

b)

The City of Mississauga Consolidated Report for the Goodman lands (T-86047) and the River Grove lands (T-86087) be amended to include the following clause :

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

c)

The Consolidated Reports, when prepared for the Daniels lands (T-85024), Goodman (T-86014), Gateshead (T-86095), Lakeview (T-86071) and Irber Holdings (T-86020), include the following provision :

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

continued ...



5/11/88

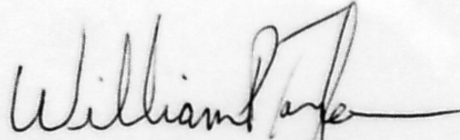
The Chairman and Members  
Operations & Works Committee

June 8, 1988

- 3 -

d)

That the developers of the above noted draft plans be  
advised of the foregoing requirements.



William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Department

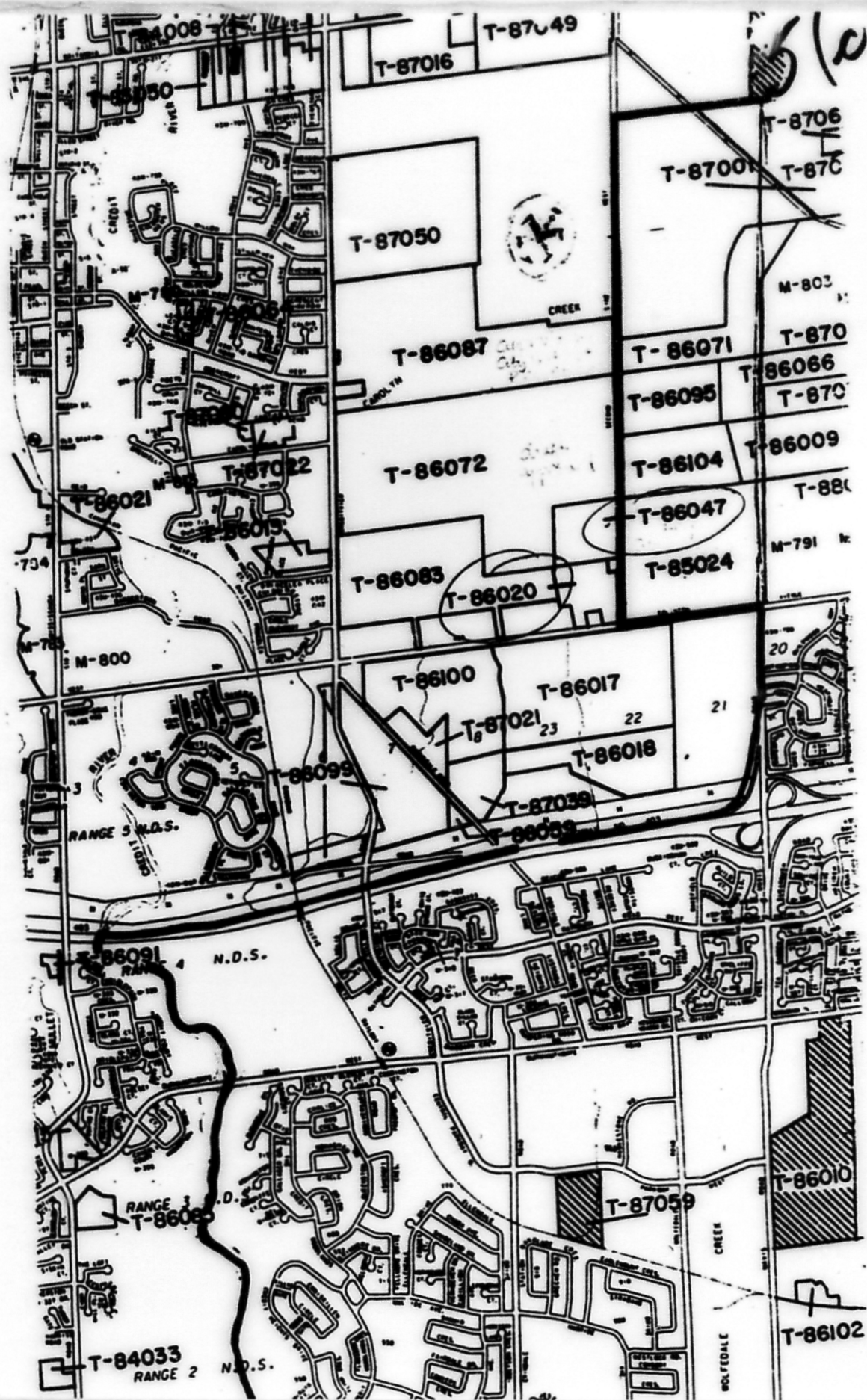
cc : R.G.B. Edmunds  
P. Griffiths  
C.L. Van

Files : 16 111 87212 16 111 86277  
16 111 87200 16 111 87211  
16 111 87204 16 111 86278  
16 111 87255 16 111 86280

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## Corporate Report

OPERATIONS/WORKS

JUN 15 1988

Received by  
Clerk's Dept.

JUN 7 1988

Clerk's Files

J.O.S. 88008

Originator's  
Files

17 111 87173

DATE: May 27, 1988  
TO: Mayor H. McCallion and Members of Council  
FROM: William P. Taylor, P.Eng., Public Works Department.  
SUBJECT: Temporary Road Closures of McLaughlin Road  
From Bristol Road to Britannia Road

ORIGIN: Public Works Department

COMMENTS: The reconstruction of McLaughlin Road from Bristol Road to Britannia Road has been approved in the 1988 Capital Works Budget. It is intended that tenders be called in the month of June and construction be started at the beginning of August.

Because of the severe grade changes that will take place and the deep underground services proposed for McLaughlin Road, it would be extremely difficult and expensive to keep the road open to through traffic during construction. For these reasons, a phased road closure of McLaughlin Road should be undertaken as follows:

Phase I: McLaughlin Road closure from Bristol Road to Matheson Boulevard.

While this section is under construction, through traffic would utilize Matheson Road and Hurontario Street as the detour route.

Phase II: McLaughlin Road closure from Matheson Boulevard to Britannia Road.

While this section is under construction, through traffic would detour along Britannia Road, through the Heartland subdivision roads and along Matheson Boulevard to get back to McLaughlin Road.

Sketches illustrating the proposed detours for Phase I and Phase II road closures are attached. It is proposed that each phase of the closure be limited to a two month period.

.../...



Mayor H. McCallion and  
Members of Council

-2-

May 27, 1988

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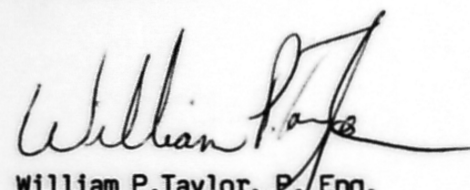
CONCLUSION: McLaughlin Road should be closed in two phases between Bristol Road and Britannia Road during the months of August 1988 to November 1988 to allow for the reconstruction and widening of this road ssegment.

- RECOMMENDATIONS: 1) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of August 9, 1988 at 9:00 a.m. to October 2, 1988 at 12:00 midnight for the purpose of road and underground service construction.
- 2) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of October 3, 1988 at 12:01 a.m. to November 30, 1988 at 2:00 p.m. for the purpose of road and underground service construction.

  
JWP  
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Attach.

cc: K. Schipper  
J. W. Thomas

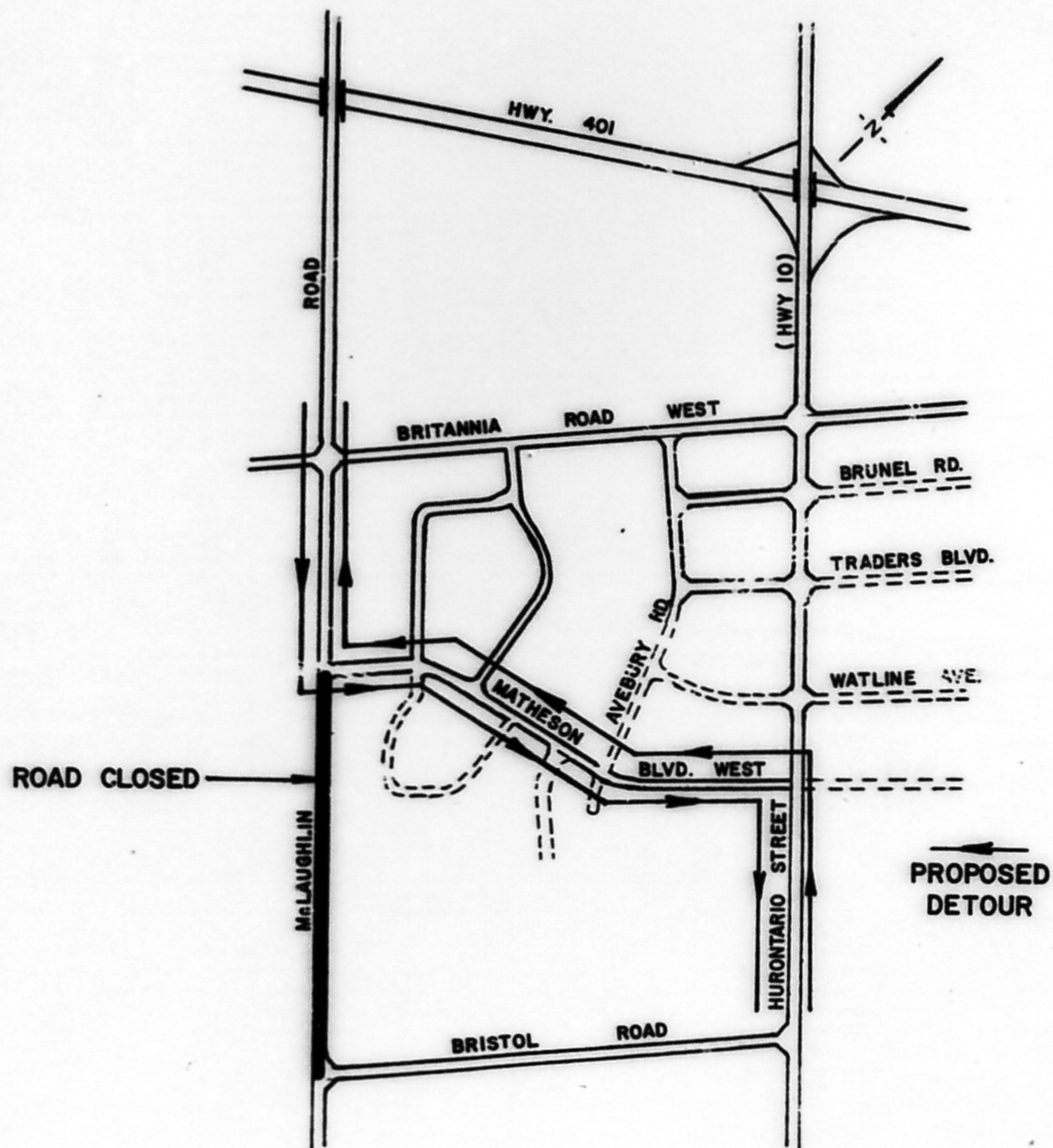
  
William P. Taylor, P. Eng.  
Commissioner  
Public Works



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# PHASE I

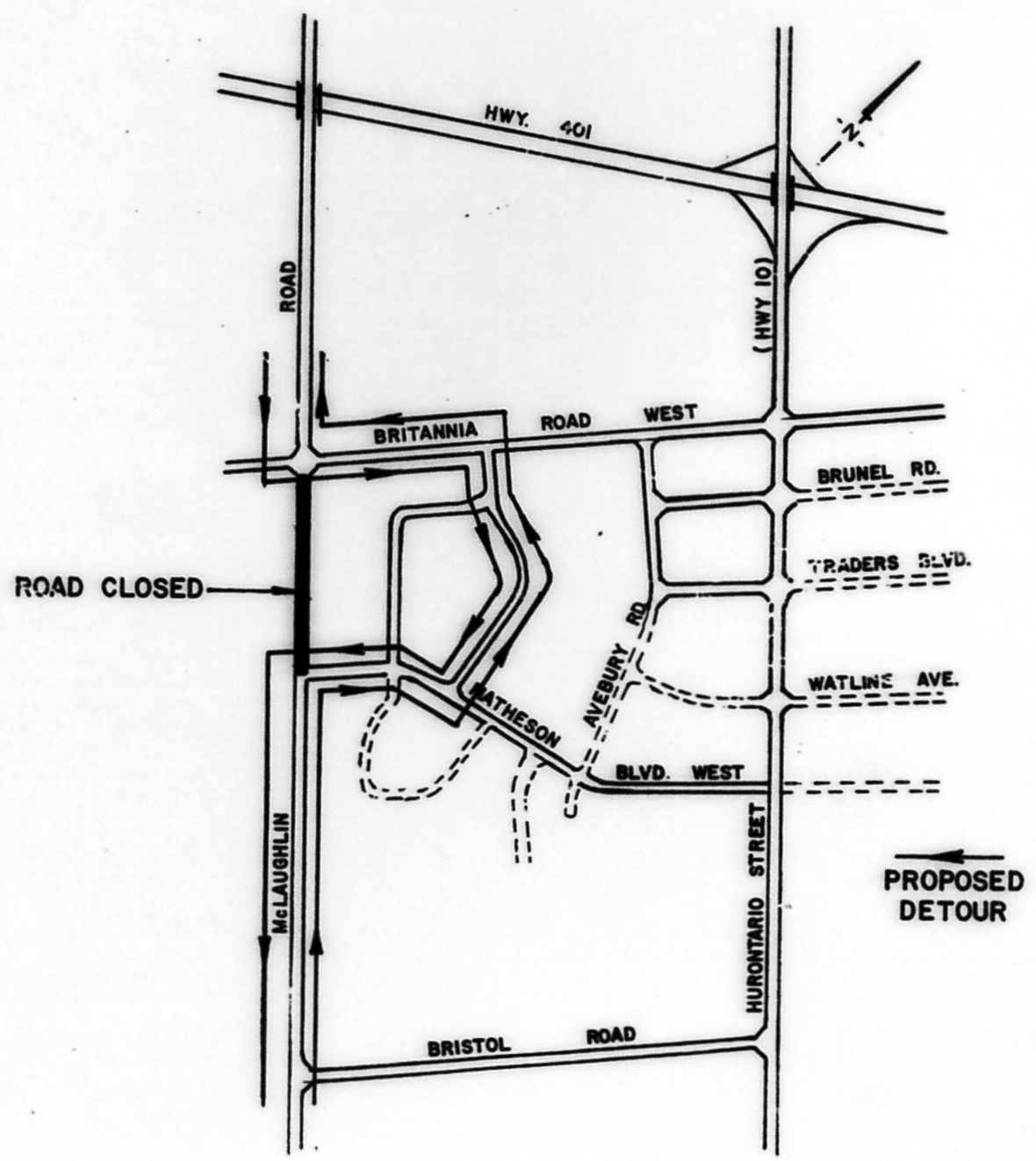
ROAD CLOSURE AUG. 9, 1988 TO OCT. 2, 1988  
AND  
PROPOSED DETOUR ROUTE





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PHASE II  
ROAD CLOSURE OCT 3, 1988 TO NOV. 30, 1988  
AND  
PROPOSED DETOUR ROUTE







OPERATIONS WORKS. JUN 15 1988

Received by  
Clerk's Dept.

Clerk's Files J.05.88042

Originator's 11 141 00045  
Files 17 111 88141

DATE : May 31, 1988  
TO : CHAIRMAN AND MEMBERS OF OPERATIONS AND WORKS  
COMMITTEE  
FROM : William P. Taylor, P.Eng., Commissioner, Public  
Works Department  
SUBJECT : Meadowdale Pole Replacement -  
Consulting Engineering Services

ORIGIN : Public Works Department

BACKGROUND : McCormick Rankin & Associates undertook a study  
on the problems of the decorative Corten steel  
poles in Meadowdale. The study recommended that  
all the Corten steel poles be replaced by City  
standard concrete poles over a three year time  
period.

Council at its meeting of April 25, 1988,  
approved the replacement of approximately 200  
Corten steel poles in 1988 at an estimated cost  
of \$405,000 including engineering & contingencies,  
in accordance with the McCormick Rankin study  
recommendations.

COMMENTS: Since the consulting firm of McCormick Rankin &  
Associates undertook the pole condition study, it  
is proposed that they be retained for the design  
preparation of contract documents and  
administration of the contract. The estimated  
cost of this service is \$50,000 based on the  
standard MEA/CEO basis of payment. Funds are  
available in the 1988 Streetlighting Capital  
Budget to cover this cost.

CONCLUSIONS: The Corporation of the City of Mississauga should  
enter into an agreement with McCormick Rankin &  
Associates Limited to provide for the design  
preparation of contract documents and  
administration of the contract to replace the  
decorative Corten steel poles in Meadowdale.

..... continued .....



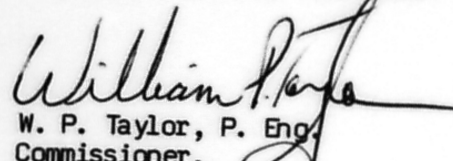
Page 2....

7(a)

To : Chairman & Members of  
Operations & Works Committee

RECOMMENDATIONS:

That a by-law be enacted authorizing execution of the agreement dated May 11, 1988 between the Corporation of the City of Mississauga and McCormick Rankin & Associates Limited for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale at an estimated cost of \$50,000 for their services.

  
W. P. Taylor, P. Eng.  
Commissioner,  
Public Works Dept.

RP:sa  
333/42E





## Corporate Report

Received by  
Clerk's Dept. JUN 7 1988

Clerk's Files A-00-02-01

JUN 15 1988  
OPERATIONS/WORKS

Originator's  
Files 11 141 00045  
14 111 00001

DATE : June 1, 1988  
TO : Chairman and Members of Operations and Works Committee  
FROM : W.P. Taylor, Commissioner, Public Works Department  
SUBJECT : Flowers and/or Landscaping on Sight Triangles  
Policy Review

ORIGIN : Memo dated January 18, 1988 from Councillor D.J. Culham

BACKGROUND : Concern has been expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

Normally, these sight triangles will be left in a sodded condition by the developer in residential or lower density industrial or commercial developments. In high density commercial or industrial areas, these sight triangles are quite often integrated into the overall streetscape design as a component of the landscaping features.

Utilities are not normally located within the sight triangles as their main purpose is to maintain visibility. However sometimes sidewalks, traffic signal standards, or light standards are placed on these blocks.

Sight triangles in commercial areas are normally landscaped in accordance with the overall landscaping plan for the development. Both the Planning and Public Works Departments have some reservations with requiring flowers to be placed on the daylighting triangles, although certainly no objection would be raised if the applicant wished to pursue the establishment of flower beds.

Reluctance of staff to require flower beds revolves around the seasonal nature of flowers, the associated maintenance costs, the poor aesthetics of the area in the continued ...



June 1, 1988

- 2 -

8(a)

off season, and the tendency of flower beds to catch litter and to grow weeds unless maintained to a very high standard. Normally such high maintenance standards would be feasible only with a full time groundskeeper on staff.

Planning and Public Works staff would not have any objection to flowers or any other major landscaping features being located on sight triangles, if these were put forward by the developer as a result of community involvement or discussions with the Ward Councillor.

Public Works staff do not feel that sight triangles could be adequately protected for their prime use, that is visibility, using easements. Therefore, Public Works would strongly prefer to maintain City ownership of sight triangles. In certain areas adequate visibility can be maintained through corner roundings instead of sight triangles. These are assessed on an individual basis, depending on the traffic volumes of the intersecting roads. Where applicable, they do minimize the amount of City-owned land required.

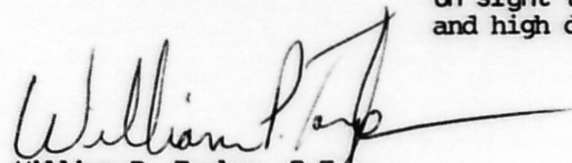
CONCLUSION :

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION :

That with respect to the City of Mississauga sight triangle policy :

- a) No change be made to the current practice of requiring dedications of sight triangles.
- b) The Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles associated with commercial/industrial and high density residential developments.

  
William P. Taylor, P.Eng.,  
Commissioner,  
Public Works Department

cc : Councillor D.J. Culham  
A.E. McDonald  
R.G.B. Edmunds  
K. Lew

REC:jb  
1070





*Terry Julian*

City of Mississauga

MEMORANDUM

*Site Triangles*

To Terry Julian

From David J. Culham

Dept. City Clerk

Dept. Councillor Ward 6

18 January 1988

RE: Site Triangles Policy  
Operations & Works Committee

I would like to ask staff to reevaluate the taking of dedicated land in site triangles abutting commercial or multiple housing apartment land. Obviously in single family or in other residential land uses the taking of a site triangle makes a great deal of sense. However, with our objective to provide locations for utilities and to have a clear line of vision at intersections could be obtained through easements and maintenance contract agreements. In turn we would have the advantage of the land being assessed and therefore taxed as well as locating flower beds to be maintained by the abutting owner. We have achieved two of these by agreement in Ward 6 and I think a flower bed that does not raise above two or three feet provides the location for utilities while at the same time leaving the site triangles open for a line of vision.

In existing cases such as at Glengarry and Duncas the private space has been lockstoned and the public space in the site triangle has been left in sod. Within six months this deteriorated because of trespassing across it but the owner obviously is reluctant to go back now a year or two later and properly beautify the public property. If this remained private space that it beautified of course there would be a maintenance agreement requiring it to be done.

Given that people are very much aware of losing green space within the City and given that it is a great expense to the City to maintain these properties that have a very confused maintenance responsibilities I think we should review our policy to include this as part of the private beautification program.

*David J. Culham*  
David J. Culham  
Councillor Ward 6

DJC:jk





## Corporate Report

JUN 15 1988

OPERATIONS WORKS

Received by  
Clerk's Dept.

JUN 7 1988

Clerk's Files

A.02.03.03.12

Report Request 52-88

Originator's  
Files

11 141 00045

22 141 00020

DATE: May 26, 1988

TO: Chairman and Members of the Operations and Works Committee.

FROM: William P. Taylor, P.Eng., Public Works Department.

SUBJECT: Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by the Solvtec Corporation

ORIGIN: Public Works Department

BACKGROUND: The Solvtec Corporation has applied to the Oakville District Office of the Ministry of the Environment for certification of a waste transfer station to be located at 5775 Atlantic Drive, Mississauga.

The Ministry of the Environment has discretion under Part V, Section 32(1)(b) of the Environmental Protection Act, R.S.O. 1980, to hold a hearing on applications of this type. The Ministry has requested comments from the City, by resolution of Council, as to whether or not the City desires a hearing to be held.

COMMENTS:

The Solvtec Corporation proposes to implement a solvent (lacquer thinner) pick-up and recycle service for the autobody repair industry in the Toronto area. The company presently sells shop supplies, including solvent, directly to the autobody repair shops and intends to incorporate the solvent recycling service into their present operations.

Solvtec will sell drums of recycled solvent to the shops and provide them with an empty drum in which to place waste solvent. When the solvent has been used up, Solvtec will return and remove the full waste drum, supply a new drum of recycled solvent and a new waste drum. The drums of waste solvent will be stored at the Solvtec warehouse in a special storage vault until approximately 15 drums have been collected. At that time, Varnicolour of Elmira will be called to pick-up the drums and take them for processing. It is anticipated that Varnicolour will be receiving one shipment per week.



Q(a)

Chairman and Members of the  
Operations and Works Committee

- 2 -

May 26, 1988

Most body shops use lacquer thinner at the rate of one drum per month and these volumes are not regulated at the present time. As normal disposal costs for this type of waste are as high as \$400.00 per drum, much of this material is left to evaporate, spill, or is camouflaged in the solid waste container.

Solvtec intends to perform the pick-up service free of charge. The cost of recycled solvent will also be lower than that of the new product. Solvtec will also extend the pick-up service to those who do not purchase recycled solvent from them for a nominal fee.

The company has operated a service in Saskatchewan for the past two years and was invited to the Toronto area by the Ministry of the Environment. It is, in fact, the recipient of a Ministry of the Environment grant to begin the operation.

A complete review of the Solvtec Corporation's intended operation was carried out by the Technical Review Committee on March 10, 1988. A concern regarding the inside storage of flammable liquids was registered by the Mississauga Fire Department. The company has since altered its plan and now intends to store the material outside in a specially secured concrete vault.

The Technical Committee has concluded that the proposed operation will provide a very useful service in the recycling area that is not presently being pursued and will have a negligible impact on surrounding businesses.

CONCLUSION:

The Solvtec Corporation proposes to implement a solvent pick-up and recycle service for the Toronto area autobody industry. The service requires that drums of waste solvent be stored at the warehouse in a secured concrete vault at 5775 Atlantic Drive, Mississauga until a full shipment of 15 drums accumulates. At this time, Varnicolour of Elmira, Ontario will pick-up the waste solvent for processing.

The need for a hearing on this application is not apparent as the facility complies with the zoning restrictions for the area, the transporting vehicles have been outfitted for safe transport of the solvent, and provisions have been made for safe storage of the drums on the site.



Chairman and Members of the  
Operations and Works Committee

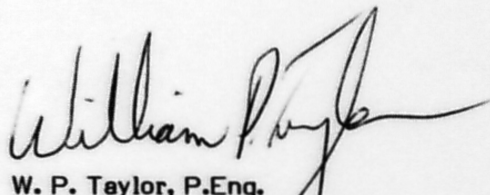
- 3 -

May 26, 1988

9 (h)

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Solvtec Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 5775 Atlantic Drive, Mississauga.



W. P. Taylor, P.Eng.  
Commissioner  
Public Works Department

  
0624E



This is a detailed street map of a residential area, likely in a suburban or rural setting. The map is oriented with North at the top. The main roads shown are:

- Britannia Road** (top horizontal road)
- Shawson Drive** (horizontal road below Britannia Road)
- Atlantic Drive** (vertical road running through the center)
- Enterprise Rd.** (horizontal road below Shawson Drive, marked with an asterisk at its intersection with Atlantic Drive, labeled 'SITE LOCATION')
- Sheridan Cres.** (curved road below Enterprise Rd.)
- Highway No. 401** (diagonal road running from the bottom left towards the top right)
- Matheson Blvd East** (vertical road on the left side)
- Sismet** (horizontal road below Highway No. 401)
- Aimco Blvd.** (horizontal road below Sismet)
- Eglinton Avenue East** (bottom horizontal road)

Other features include:

- Greenbank Road** (vertical road on the right side)
- Shawson Dr.** (small road branching off Shawson Drive)
- Enterprise Rd.** (small road branching off Atlantic Drive)
- Lot Numbers:** 43, 4, 5, 96 (near Enterprise Rd.), 924 (on Sismet and Aimco Blvd.), 928 (on Aimco Blvd.)
- Water Features:** A creek or river is shown on the right side, flowing from the top towards the bottom.
- Infrastructure:** A railway line is shown on the far left, running vertically.

The map is labeled with 'Z-42-F' at the top and 'Z-26' at the bottom.

**Z-35-W**

**Z-34-W**

**Z-35-E**





## Corporate Report

Received by  
Clerk's Dept. JUN 7 1988

Clerk's Files L.02.01

Originator's  
Files

10

OPERATIONS WORKS JUN 15 1988

DATE: May 16, 1988  
TO: Mayor and Members of Council  
FROM: William P. Taylor, P. Eng.  
Commissioner of Public Works Department  
SUBJECT: Licensing of Million Dollar Saloon, Musketeer  
Billiards and Chez Paree I and II

ORIGIN: City Council - December 7, 1987.

BACKGROUND: City Council considered Recommendation #AF-301-87 of  
the Administration and Finance Committee and adopted  
the following resolution:

That the report dated November 16, 1987, from the  
City Solicitor regarding the reissuance of  
licences to Musketeer Billiards, Million Dollar  
Saloon and Chez Paree I and II be referred to the  
Area Representative, Councillor F. McKechnie, and  
staff for a thorough review.

COMMENTS: As a result of the above resolution none of the four  
mentioned establishments have been able to renew their  
respective licences for 1988. The Million Dollar  
Saloon has made one application to the Committee of  
Adjustment for a variance due to shortage of parking  
facilities. That initial application was withdrawn on  
April 7, 1988 and another application is expected to  
be made for in the near future.

1057E/p48

.../2



1026

Mayor and Members of Council

-2-

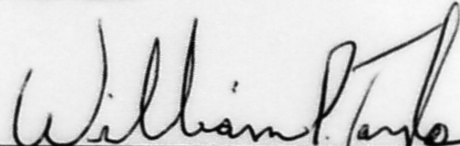
May 16, 1988

CONCLUSION:

Staff have no objection to the renewal of licences for Musketeer Billiards and Chez Paree I and II, however, until the Million Dollar Saloon completes its application and subsequent hearing with the Committee of Adjustment, the Million Dollar Saloon licences should be withheld.

RECOMMENDATION:

That the licences for Musketeer Billiards and Chez Paree I and II be renewed for 1988 and the licence for Million Dollar Saloon be withheld until application and hearing with the Committee of Adjustment is finalized.



William P. Taylor, P. Eng.  
Commissioner of Public Works Department

WPT:lk  
1057E/p49





## Corporate Report

Received by  
Clerk's Dept.

JUN 7 1988

Clerk's Files

L.02.01

Originator's  
Files

JUN 15 1988

OPERATIONS WORKS

DATE: May 30, 1988  
TO: Chairman and Members of Operations and Works Committee  
FROM: W. P. Taylor, P. Eng., Commissioner, Public Works  
SUBJECT: Appointment of Lottery Licensing Officers

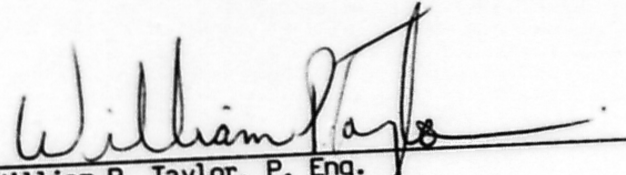
ORIGIN: Public Works Department

COMMENTS: By-law 48-86 provides for the appointment of Lottery Licensing Officers who are responsible for administering the issuance of Lottery Licenses pursuant to the powers given to the Municipality by the Province of Ontario by Order-in-Council 274-70. At this time the personnel appointed by By-law 48-86 are no longer working in the Jurisdiction of the Public Works Department.

CONCLUSION: It has been concluded that a By-law be enacted to appoint Lottery Licensing Officers who are currently working in the jurisdiction of the Public Works Department.

RECOMMENDATION: That a By-law be enacted to reflect the appointment of:

1. William P. Taylor, J. Ronald Nisbet and Matthew C. Brown as Lottery Licensing Officers for the purposes of administering the issuance of Lottery Licenses pursuant to the powers given to the Municipal Corporation by the Province of Ontario by Order-in-Council 274/70.
2. The said William P. Taylor, J. Ronald Nisbet and Matthew C. Brown shall hold office during the pleasure of Council and shall exercise all the authority, powers and rights and shall perform all the duties and obligations which by the Order-in-Council are conferred or imposed upon lottery license officers.
3. By-law 48-86 is hereby repealed.

  
William P. Taylor, P. Eng.  
Commissioner, Public Works

CB:dl





Received by  
Clerk's Dept.

Clerk's Files A.02.03.02.06

Originator's  
Files

OPERATION WORKS. JUN 15 1988

DATE: May 30th, 1988

TO: Chairman and Members of the  
Operations and Works Committee

FROM: Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk

SUBJECT: Sale of City Owned Land closed out portion of North Service Road.

ORIGIN: Offer to Purchase submitted by Hans J. Kluge and Patricia Kluge  
dated April 5, 1988.

COMMENTS: Council, at its meeting on March 23, 1983 approved the closure of  
part of the North Service Road at the north-east quadrant of  
Cawthra Road and the Queen Elizabeth Way and sale to the  
abutting owners, subject to the owners reimbursing the City for  
legal and other related costs.

An Offer to Purchase in accordance with Council's  
recommendation has been received by the current owners of 785  
North Service Road at a purchase price of \$650.00 which reflects  
the City's cost in disposing of the closed out road allowance.

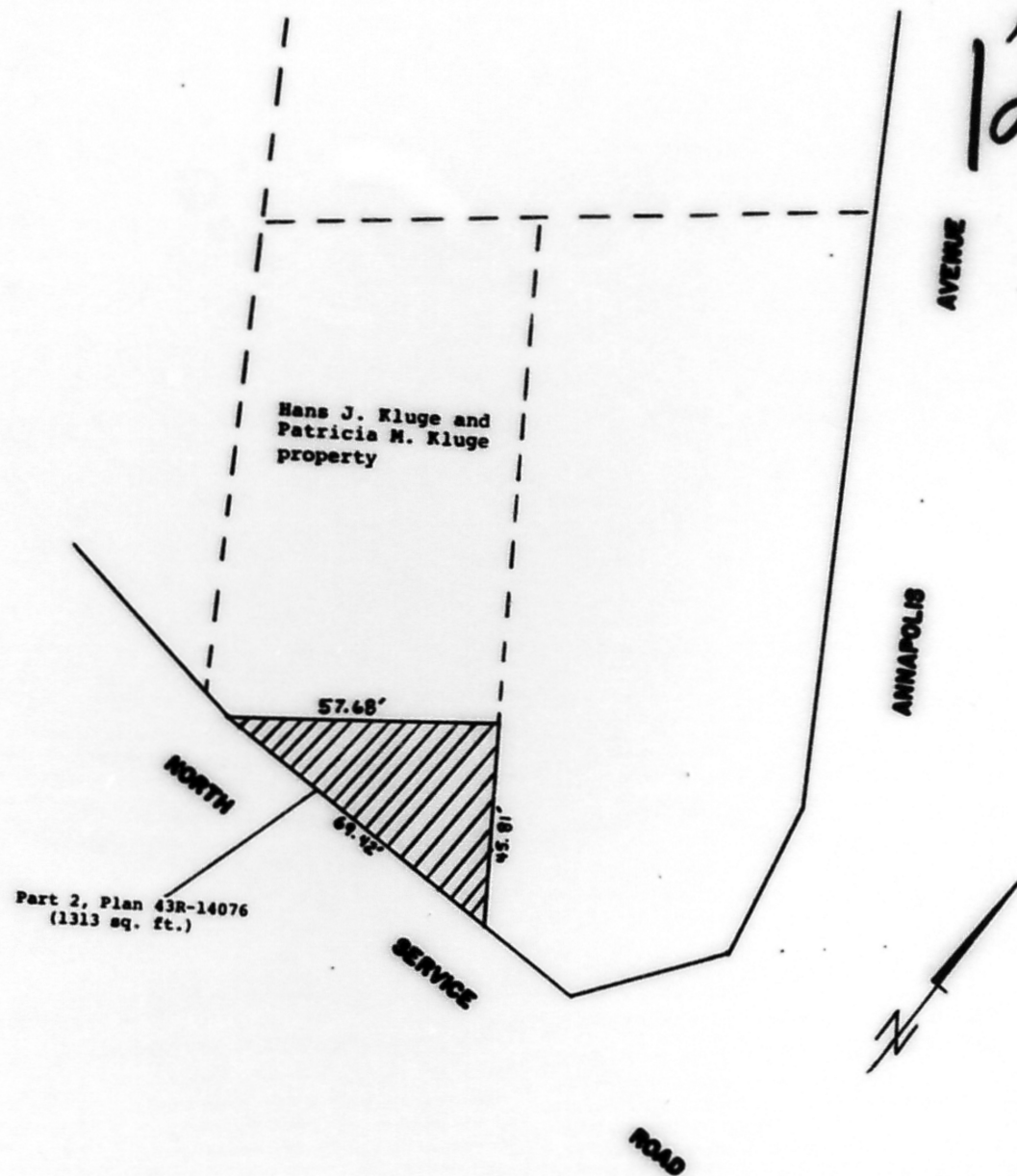
RECOMMENDATION: That a By-law be enacted setting the price for the closed out  
portion of the North Service Road, described as Part 2, Plan  
43R-14076 at \$650.00 and authorizing the execution of an Offer to  
Purchase from Hans J. Kluge and Patricia M. Kluge, for the  
subject property at \$650.00 and all other documents related to the  
provisions of the Offer to Purchase.

Terence L. Julian, A.M.C.T., C.M.C.  
City Clerk

PJS:mc



12(a)

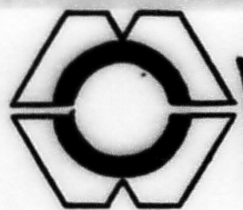


**MISSISSAUGA**  
Clerk's Department  
Realty Services

Closed out portion of the  
North Service Road,  
Part 2, on Plan 43R-14076

FILE No. A.02.03.02.06





**Ontario midwestern**  
rail services

May 3, 1988

**JUN 15 1988**

OPERATION WORKS

**RECEIVED**

REGISTRY No.

DATE • **MAY 20 1988**

FILE No. **D.02.01**

CLERK'S DEPARTMENT

Dear Sir:

Enclosed please find a letter requesting support for improved rail services in Midwestern Ontario. We would appreciate it if you would submit it to your council for a conclusive decision. It is imperative that support is shown at this time if rail service is to survive.

In our continuing research of the area's transportation needs, we would appreciate it if you could forward us information on available industrial land in your community, available services and the proximity of the land to railway lines.

It is our intention to consult with all the communities in the region throughout the detailed development of our regional railway. As a team we can work together to see all benefit. We would appreciate, at any time, any comments that you would have in regards to developing future rail service.

Trusting that you can see the economic benefits that a locally based regional railway can provide now and in the future, we remain.

Yours truly,

*Peter Bowers*

Peter Bowers  
Project Co-ordinator  
Project ReRail

project  
**rerail**

482 11th st b west  
owen sound ont  
n4k 3v1





**ontario midwestern**  
rail services

132(a)

Dear Council Members:

Project ReRail has progressed substantially since we contacted your council for general support about a year ago. We appreciate the financial and moral support several municipalities contributed at that time. The recently completed Peat Marwick study, which the federal and provincial government financed to investigate our proposal, when modified slightly, demonstrates that our regional railway is capable of breaking even on operations in the first year and showing improved results in succeeding years.

The high capital cost of acquiring and upgrading the area rail lines for our systems does mean that we need some one-time capital assistance from senior governments. Fortunately such assistance is possible as part of the transitional funding available under the new National Transportation Act, but only if there is strong community support for the improved rail service.

Your support is very important to our effort to revitalize rail services to your community. We respectfully request that your council pass the following resolution and forward copies to us, and the federal and provincial ministers of transportation via your local MP and MPP's.

"that (municipality's name) supports the need for continued and improved rail service in mid-western Ontario and encourages the federal and provincial governments to provide all available assistance to establish such a continuing and improved service."

Yours truly,

*Peter Bowers*

Peter Bowers

Project Co-ordinator  
Project ReRail

project  
**re**rail

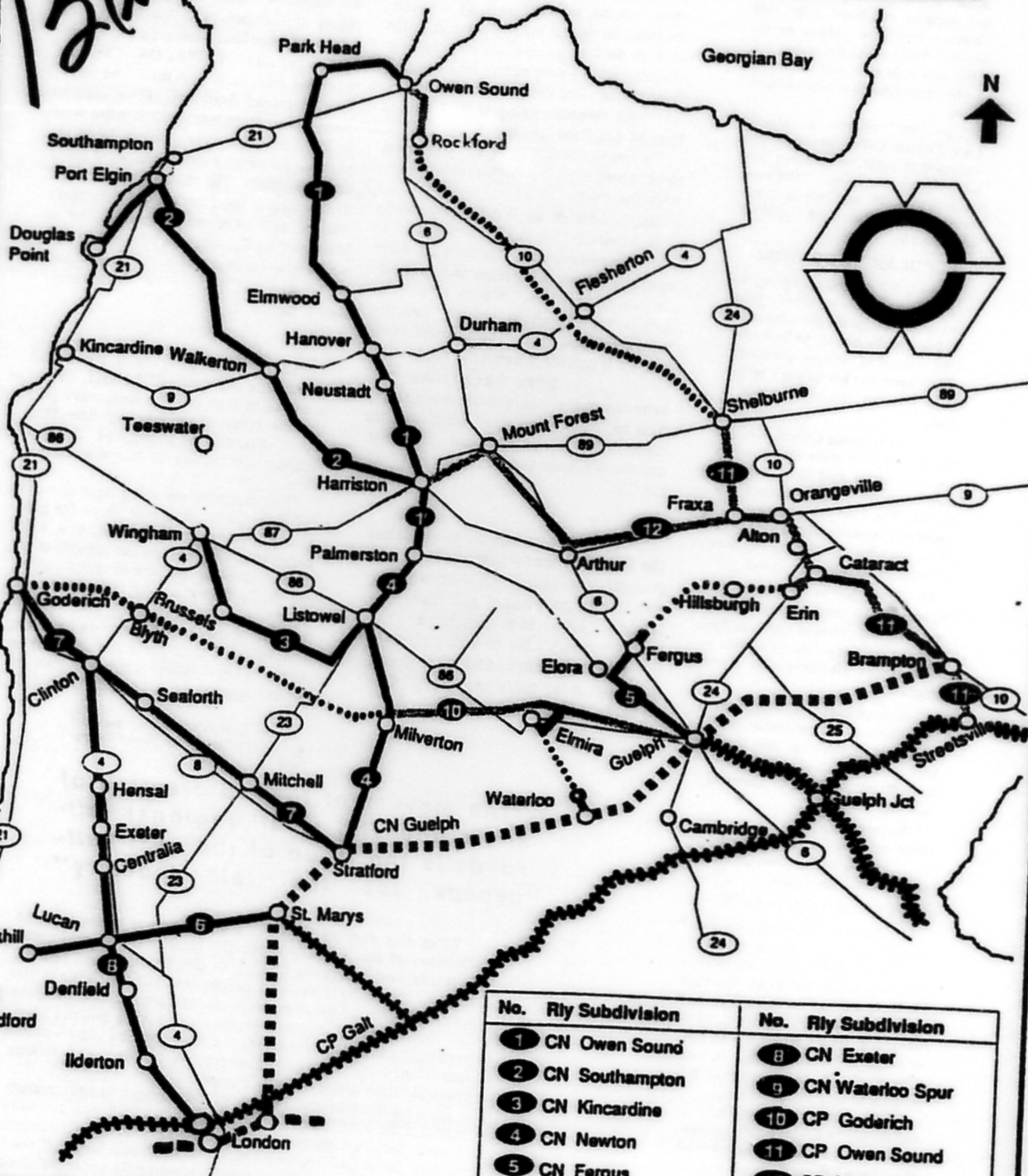
482 11th st b west  
owen sound ont  
n4k 3v1



PROPOSED

SYSTEM

# ONTARIO MIDWESTERN RAIL SERVICES



— CN  
 — CP  
 — OMW  
 — Abandoned Lines  
 — Highways

| No. | Rly Subdivision | No. | Rly Subdivision  |
|-----|-----------------|-----|------------------|
| 1   | CN Owen Sound   | 8   | CN Exeter        |
| 2   | CN Southampton  | 9   | CN Waterloo Spur |
| 3   | CN Kincardine   | 10  | CP Goderich      |
| 4   | CN Newton       | 11  | CP Owen Sound    |
| 5   | CN Fergus       | 12  | CP Teeswater     |
| 6   | CN Forest       | 13  | CP Elora         |
| 7   | CN Goderich     |     |                  |



**E**DMONTON — When the Central Western Railway (CWR) began operating a year ago, skeptics expressed doubt that Canada's first new railway in six decades would make the grade.

But this little short-line railway in southeastern Alberta is proving them wrong.

"Fantastic," bellows an affable Tom Payne, CWR's president and managing director, when asked how his railway is doing. "Between December, 1986, and July this year we handled four times the traffic we had forecast."

#### POPULARITY GROWING

When CWR started operation, only 197 farmers were regularly putting their grain through the elevators along the line. On the day of the barbecue, 1,300 interested farmers attended.

Mr. Payne says his railway's performance was not, to use his words, a fluke.

The idea to create Central Western Railway evolved when the country's major railways said they could no longer operate the branchlines profitably. The railways maintain it is necessary to streamline their operations and trim unprofitable rail lines in order to remain competitive.

Mr. Payne saw an opportunity. He believed that a small railway with low operating and overhead costs could efficiently provide a flexible service to small grain elevators and do it profitably.

"Philosophically speaking, I don't think there is an engineman around who doesn't think at one time or another that he could run the railroad better than the guys in Montreal," said Mr. Payne.

"But how can a short-line operation make money where a major railway can't?" is a question often asked the 37-year-old railwayman.

#### FLEXIBLE SERVICE

Mr. Payne gives the example of serving the grain elevator at Stettler.

"The elevator regularly orders 18 to 19 cars a week, but it can only handle six at a time," he said. "The cars need to be switched three times in that week. It is just not economical for CN, or for CP if it were their line, to send a locomotive 80 kilometres from Edmonton to do that; but we can."

"We can deliver the 6,000-foot train and do all the diggery-pickery (switching) that's required," he said, adding that a 216-car train has to cycle the line three times because there are only a total of 73 spots available for cars at a given time.

By providing this necessary switching, CWR has been able to help increase the throughput at the grain elevators, making them more efficient, and making rail use more attractive to area farmers in the bargain.

Wisconsin & Southern, a 147-mile Milwaukee Road spin-off, has survived a series of reversals by maintaining lean operations that don't skimp on shipper services.

● **"Close with the customer."** Based on service that shippers are quick to praise, the relationship has led to a broader traffic base as well as greater volume. Second-quarter loadings were nearly 19% ahead of those for the same 1985 period, and Malloy sees 1986 revenues rising to \$2.1 million from \$1.8 million last year.

"In this business," he says, "you've got to be something a big railroad is not, close with the customer."

Nearly 38% of all W&S traffic moves under contracts: 5% to 8% more will do so within several months. "Virtually all of our contracts include equipment and multiple-car rate differentials," Malloy says. "But there's nothing about service, because there's no need for it. The shippers know that we'll provide whatever is required."

Some Speed Queen shipments are made by piggyback, using a ramp built by W&S about three miles from the plant. "The service has been very good, and the W&S has been receptive and flexible."

Shipper enthusiasm stemmed from the fact that many customers on the granger line found out just what it was like to go without rail transportation. "They saw firsthand that trucks weren't able to accommodate the wheat harvest, and that truck transport is far more expensive," Cecil said.

Canned goods account for nearly 45% of the railroad's traffic. Friday Canning has plants at Cambria and Markesan, and Richard E. Koehler, Markesan plant manager, is president of SWRUDA. "We have received excellent service," he says. "We've gained flexibility. If we need to make a rush shipment, they're there with the cars. Because we're a private-label operation, we never know when we'll get a surge in orders. The railroad has adjusted its schedule to meet our needs. They don't just tell us, 'okay, we're going to be in Markesan on Tuesdays and Thursdays.' If we have a car that has to be loaded and absolutely out of here on Wednesday, they'll handle it."

"Short lines provide a means to streamline our system," he said. "They allow us to turn over to local managers the operations of some branch lines that would otherwise be abandoned. This is a realistic alternative to line discontinuance."

"For communities along light density rail lines, short lines offer hope for continued service for shippers and receivers. They ensure the preservation of jobs and the tax base of communities so vitally important to their economic health."

Short lines benefit everyone by filling the void for transportation services in areas where larger railroads can no longer operate profitably, he said.

James E. Martin, president and chief executive officer for the Illinois Central Gulf

**"The movement toward creation of short line and small regional railroads is the issue of the next half-decade for the rail industry"**

What I'm excited about is a fundamental change in the structure of the industry itself. By structural change I mean basically two things—a change in the absolute and relative sizes of the various railroad properties, and a change in the nature of their ownership. New players are reconfiguring the US railroad map. In doing so they are saving railroad jobs, strengthening the industry's economics and—most important—increasing transportation options and raising transportation quality for the shipper.

The most conspicuous part of this unanticipated restructuring is the creation of a whole new class of entrepreneurially owned, locally managed, intermediate-length regional carriers formed from line segments sold off by much larger Class I railroads. Because they represent a historically unprecedented phenomenon in our industry, I prefer to call these carriers the "New Emerging Regionals."

Harry J. Bruce, chairman and chief executive officer Illinois Central Gulf Railroad

project  
**if rail**



## Regional railway right on track, study says

A recently-released government study has concluded a new regional railroad system in midwestern Ontario could break even in its first year of operation and actually increase its profitability in subsequent years.

That is welcome news to Project ReRail, the Owen Sound-based public interest group which has contended all along that a regional railroad is right on track for this area.

Project ReRail co-ordinator Peter Bowers added the study proves such a system could work in the area's transportation infrastructure.

"Our plan has been 10 years in the making. We have researched and studied the opportunities for a regional railway very carefully. Without our plan, this region will lose all of its rail service within the next few years since most of the lines are or will be up for abandonment," Mr. Bowers said.

He was referring to the fact that both Canadian National and Canadian Pacific railways intend to abandon their midwestern Ontario lines over the next few years because of high operating costs and debt.

That news prompted the formation of Project ReRail and the start of the study. The study itself was eventually taken over by the federal and provincial transportation ministries. It was conducted by the Peat Marwick consulting group who took nine months and \$13,000 to finish it. With the study now complete, Project ReRail is going a step further and is forming a new rail services company.

Known as Ontario Midwestern Rail services, Mr. Bowers said the company's aim will be to "offer the region's shippers a personal, safe and reliable service at competitive rates" and "provide all customers with quick access to both railways' national networks."

To do that, Mr. Bowers said the

company will streamline the existing 627 miles of CN and CP tracks into one system of 290-350 miles that would cater to the needs of over 100 communities in nine counties and regional municipalities.

He warned there will be a "high capital cost" involved in buying and rehabilitating the present rail lines. Mr. Bowers added, however, that a program under the new National Transportation Act provides funding to improve transportation facilities which change hands.

In addition to this "transitional funding", Mr. Bowers said private investors have expressed interest in investing in the new rail services company.

He added he's confident the new regional railroad can be cost efficient.

"We are certain that we can be operationally self-sufficient by offering good service, competitive rates and innovative ways of serving the area's freight needs," he said.

Project ReRail is currently assembling the new company's management team as well as business plan. The latter will be presented to government and potential investors for their consideration.

Proposals are also being drafted for the acquisition of the area's rail lines. It is expected those proposals will be presented to CN and CP by the end of this month.

HANOVER POST April 20, 1988

## Study not end of line for rail plan, group says

By John Harris  
Record correspondent

OWEN SOUND — The prospects for a privately owned short-line railway system in western Ontario have received a stop-go signal from a government-financed study into the proposal's business potential.

A 1000-kilometre railway, using track considered unprofitable or marginal by the big rail companies, could turn an annual profit, according to a business consulting firm.

But the profit would be too small, and the capital costs too great to attract commercial investment, according to the consultants' \$130,000 study, which was commissioned jointly by the Ontario Ministry of Transportation and Communications, and Transport Canada.

The study targeted a triangle roughly bounded by Brampton, Owen Sound and Stratford. The area has seen several rail line abandonments in recent years ending railway service in dozens of small communities.

Rail service to bigger centres, including Guelph and Owen Sound, is now threatened with closure as well.

The study examined the viability of attracting private investment to a short-line system similar to those springing up in the United States, which have largely taken over track unwanted by major rail companies.

Peter Bowers, the Owen Sound businessman whose 10-year effort to save the area's rail services prompted the study, criticized the consultants' report as "too conservative and overly pessimistic."

Bowers said evidence that a short-line service could pay its own way is "very important news," and he disputed the consultants' capital cost projections.

Others connected with the study said the fate of the rail company proposal is now in the hands of politicians.

"The consultants' advice is that (a private western Ontario railway) is not a good conventional investment," said Ian Chadwick, mana-

ger of the railways office of the provincial Transportation Ministry.

"But when it comes to transportation it's wiser to consider wider implications. It's a question of political will as much as profit motive."

The rail study, which took several months to complete by the Montreal-based firm Peat Marwick, assessed the maintenance, operating and staffing costs of running the proposed rail company, and the company's customer traffic and profit potential.

The study projected that a five-year, \$20-million track rehabilitation program would be required and that the new company would have to pay \$8 million to buy the track right-of-way from Canadian Pacific Ltd. and the Canadian National Railway Co.

The study suggests the new company should lease, not buy, its rolling stock.

Peat Marwick concluded that a short-line system in the area could expect a \$21,000 profit, on \$4.5-million in revenues, at the end of the first year.

"In view of the overall study findings," Peat Marwick states, "we do not recommend investing in a Midwestern Ontario Regional Rail road as a commercial undertaking."

Bowers said Project ReRail — a coalition of businessmen and others who support the short-line proposal — has its own research which challenges the consultants' "inflated" track rehabilitation and annual maintenance costs.

As well, he said the study does not include some major potential customers in the new company's profit picture, including the \$570,000 rail business generated annually by Sifto Salt in Goderich which currently uses CP.

"These are areas open to negotiation," said Bowers, who plans to meet with provincial and federal government officials in hopes of keeping the project alive.

"We're optimistic. Now, we have to verify our optimism by proving our research is right."

13(c)



CITY OF MISSISSAUGA

MINUTES

MEETING TWELVE EIGHTY-EIGHT

NAME OF COMMITTEE: OPERATIONS AND WORKS

DATE OF MEETING: WEDNESDAY, JUNE 15, 1988, 9:15 A.M.

PLACE OF MEETING: RESOURCE LIBRARY, CIVIC CENTRE

MEMBERS PRESENT: Councillor H. Kennedy  
Councillor F. McKechnie (Chairman)  
Councillor D. Culham  
Councillor D. Cook  
Councillor D. Lane  
Councillor T. Southorn  
Mayor H. McCallion (Ex-Officio)

MEMBERS ABSENT: NIL

OTHERS PRESENT: Councillor P. Mullin  
Councillor M. Prentice

STAFF PRESENT: Mr. D.A. Lychak, City Manager  
Mr. B. Thom, City Solicitor  
Mr. W.P. Taylor, Commissioner of Public Works  
Mr. K. Schipper, Director, Traffic and Transportation,  
Public Works  
Mr. T.L. Julian, City Clerk  
Ms. L. Mailer, Committee Coordinator



INDEX - OPERATIONS AND WORKS COMMITTEE - JUNE 15, 1988

PRESENTATIONS - 9:15 A.M.

- A. Mr. C. Cole, General Manager, St. Lawrence Cement Inc.  
F.08.07.02  
SEE ITEM 1

| <u>ITEM</u> | <u>FILE</u>   | <u>SUBJECT</u>                                                                        |
|-------------|---------------|---------------------------------------------------------------------------------------|
| 1.          | F.08.07.02    | St. Lawrence Cement Inc. - Fuel Cost Reduction Study                                  |
| 2.          | D.01.04       | Transportation Directions for the Greater Toronto Area                                |
| 3.          | T-86048       | Lisgar and Winston Churchill Secondary Plans and Foundation Drain Collector Agreement |
| 4.          | J.05.01       | Northmount Avenue - Reconstruction from Atwater to South Service Road                 |
| 5.          | T-85024       | Second Line West - Reconstruction from north of Eglinton Avenue                       |
| 6.          | J.05.88008    | McLaughlin Road - Temporary Road Closure from Bristol Road to Britannia Road          |
| 7.          | J.05.88042    | Meadowvale Pole Replacement - Consulting Engineers - McCormick Rankin & Associates    |
| 8.          | A.00.02.01    | Flowers and/or Landscaping on Sight Triangles Policy Review                           |
| 9.          | A.02.03.03.12 | Solvtec Corporation - Application for Certificate of Approval for Waste Disposal Site |
| 10.         | L.02.01       | Million Dollar Saloon, Musketeer Billiards, Chez Paree I and II - Licensing           |
| 11.         | L.02.01       | Lottery License Officers - Appointments                                               |
| 12.         | A.02.0.02.06  | North Service Road - Sale of Closed Out Portion                                       |
| 13.         | D.02.01       | Ontario Midwestern Rail Services                                                      |



**MATTERS CONSIDERED:**

1. Presentation by St. Lawrence Cement Inc. regarding the Fuel Cost Reduction Study which is a feasibility study for a program to use refuse derived fuel at the Mississauga plant. The RDF will partially replace the coal which is used at present as fuel. In addition to the recovery of 100,000 tonnes of fuel from municipal waste that would otherwise be landfilled, are a potential reduction in post recycled waste landfill of 141,000 tonnes a year and the potential recovery of other reusable materials of 40,000 tonnes a year.

Mr. Charles Cole, General Manager of St. Lawrence Cement Inc., presented an extensive overview of the project including the process to date and the procedures to be followed for the future. Mr. Cole responded to numerous questions from the Committee regarding the project and pointed out that one outstanding issue is the City of Mississauga response to the traffic report.

Councillor Mullin pointed out that increased truck traffic to the plant will have a significant impact on the area. Councillor Mullin advised that the option of separating the refuse at the landfill site should be further investigated. The current proposal requires the waste disposal trucks to travel to St. Lawrence Cement for the separation of the garbage and then to the landfill site. Councillor Mullin further suggested that consideration should be given to hiring independent consultants to provide the City with an objective point of view of the proposal.

The Mayor pointed out that the Region of Peel is responsible for the major issue and that is the handling and separation of the waste. The Region will be reviewing the proposal from that aspect and will retain consultants if necessary. The City of Mississauga Staff have the expertise to provide an assessment on the traffic impact.

The Mayor recommended that the traffic studies be referred to City Staff for a report back to Committee. This motion was voted on and carried.

F.08.07.02

See Recommendation OW-263-88 (H. McCallion)



2. Report dated May 31, 1988, from the Commissioner of Public Works regarding the presentation by The Honourable Ed Fulton, Minister of Transportation of Ontario, entitled 'Transportation Directions for the Greater Toronto Area', May 24, 1988.

The purpose of the presentation was to announce the Province's plans and intentions regarding various transportation initiatives for the Greater Toronto Area. The Minister described a number of transportation improvements some of which had previously been announced.

Although a large number of transportation improvements were reviewed in the Minister's announcement, the specifics were few. Generally, the province announced low cost transportation improvements to improve the efficiency of the existing transportation system. In addition, relatively low cost transit service improvements such as the use of bus lanes and actions to ensure greater service co-ordination and fare integration were suggested. Mention was made of increased emphasis to transit services and bus priority measures such as bus lanes on routes crossing the Metropolitan Toronto boundary. In addition expanded bus service within municipalities like Mississauga especially improved services to City centre areas will be supported by the Province. The Minister made mention of the fact that the use of interim bus lanes in the Highway 403 Arterial Road Extension/Eglinton Avenue corridor can be a first step towards the eventual implementation of the Mississauga busway.

It is difficult for the City to respond adequately to many of the suggested transit service improvements because there is no cohesive intermediate term implementation plan for City transit services. For the longer term, during the 1985 Mississauga Transportation Study, the City has identified the Mississauga busway and three north/south transit corridors along Dixie Road, Hurontario Street and Erin Mills Parkway as the ultimate rapid transit plan. In addition, short term implementation planning of transit service improvements is addressed annually during the budget preparation and approval process. However, in light of the provincial announcement on transportation improvements in the Greater Toronto Area it appears appropriate to initiate the preparation of a ten-year transit service strategy plan in order to respond appropriately to the Minister's intentions.

The above noted study will help formulate the City's position on various transit initiatives including the possible extension of the Bloor subway to Sherway Gardens, fare integration and service co-ordination between Mississauga Transit and T.T.C. and GO Transit, and other possible transit service improvements.

The preparation of this plan can most easily be carried out with the assistance of a consultant. It is proposed that a consultant be retained to work with staff of the Public Works and Transit Departments in this regard. It is expected that the Ministry of Transportation will provide special subsidy for such a study.



RECOMMENDATION:

That the Staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and that a copy of the report dated May 31, 1988, from the Commissioner of Public Works dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

D.01.04

Approved

See Recommendation OW-264-88 (T. Southorn)

3. Report dated June 7, 1988, from the Commissioner of Public Works with respect to the Lisgar and Winston Churchill Secondary Plans and Foundation Drain Collector Agreement.

The attached report dated May 3, 1988 indicates that the lands forming draft Plan T-86048 have been held up pending agreement by the developers to post letters of credit with the City to cover the cost of a foundation drain collector (F.D.C.) sewer, which is estimated to cost \$2.8 million.

An agreement has been reached between the developers with respect to the F.D.C. sewer and these developers have posted individual letters of credit totalling \$2.8 million to cover the cost of an F.D.C. sewer extending from Britannia Road and Ninth Line on the north, southerly on Ninth Line to Erin Centre Drive, and then along Erin Centre Drive to Winston Churchill Boulevard. While of the landowners have not participated in this agreement the total cost of the works has been secured.

Subsequent to writing the May 3, 1988 report, the Region of Peel submitted a landfill site selection study for the City of Mississauga which suggested that the Winston Churchill District (Site 5 in the Regional study) should be considered further for the development of a landfill site and that the processing of development applications should be deferred until further investigations are completed.

These recommendations have been reviewed with the Region and it has been concluded that the lands north of Britannia Road and south of Derry Road, between the Ninth and Tenth Lines, can be developed as proposed with sanitary sewers and storm sewers including an F.D.C. sewer and the \$2.8 million proposal by the developers for the F.D.C. sewer is the most expensive method of sewerage these lands.



RECOMMENDATION:

That the lands bounded by the Ninth Line, Derry Road, Tenth Line and Britannia Road be permitted to develop as follows:

- (a) that the 220 preserviced lots within Phase 2, Draft Plan T-86048, Trelawny area (First City Developments) be allowed to proceed to registration provided that the usual requirements of the City of Mississauga are met and all the letters of credit are in a form satisfactory to the City;
- (b) that additional lands in the Trelawny area be allowed to proceed towards servicing and registration based on the premise that a permanent sanitary outlet is to be constructed by the Region of Peel in 1989 and an F.D.C. sewer is to be constructed in conjunction with the sanitary sewer or independently as approved by City Council;
- (c) that the letters of credit in the amount of \$2.8 million be retained by the City of Mississauga until the F.D.C. sewer has been constructed to the satisfaction of the City.

T-86048

Approved

See Recommendation OW-265-88 (T. Southorn)

4.

Report dated June 3, 1988, from the Commissioner of Public Works in response to a petition, dated April 20, 1988, containing approximately 95 signatures for the reconstruction of Northmount Avenue to the same standard as Applewood Road. Applewood Road was recently reconstructed to a curb and gutter section with a storm sewer and a walk on one side of the road.

The reconstruction of Northmount Avenue from Atwater Avenue to South Service Road is identified as a 1990 local Road reconstruction project in the 1988-97 Capital Budget. This work can only be advanced to 1989 if another local road reconstruction job presently proposed for 1989 is deleted. Based on the priority of works, the reconstruction of Northmount Avenue should remain in the 1990 capital program.

RECOMMENDATION:

That the reconstruction of Northmount Avenue from Atwater Avenue to South Service Road be retained as a local road reconstruction project in 1990, as now identified in the 1988-97 Capital Budget and that the initiator of the petition, Mr. Altorio of 857 Ninth Street, Mississauga, be so informed.

Councillor Kennedy noted that the Region of Peel is planning on installing watermain down to Fourth Avenue and request Staff to investigate if the reconstruction could be extended down to Fourth Avenue.

J.05.01

Approved

See Recommendation OW-266-88 (H. Kennedy)



5. Report dated June 8, 1988, from the Commissioner of Public Works regarding the reconstruction requirements for Second Line West north of Eglinton Avenue.

In view of the eight subdivisions which are now proposed along Second Line from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site, the Public Works Department has reviewed the need for the reconstruction of Second Line.

Second Line currently exists as a two lane ditched road section. This section of roadway was rebuilt by the Region of Peel in conjunction with the Britannia Road Landfill site and is in good structural condition. However, it has been determined that to accommodate the development in the area, Second Line should be upgraded to a four-lane curb and gutter section with storm sewers.

The most efficient method of completing the reconstruction would be to have each of the area developers contribute an amount proportional to their frontage to fund the entire cost of the widening and intersection improvements. The City would then construct Second Line with 100% developer funding. The exact timing will be reviewed during the 1989 Capital Budget discussions.

At the present time the East Credit Development Corp. lands (T-86072), have been draft approved and the imposition of the additional requirement for Second Line would require the Region of Peel to amend their draft approval conditions.

The Goodman lands (T-86047) and the River Grove lands (T-86087) have been approved by Mississauga City Council but have not yet been draft approved.

Consolidated Reports have not yet been prepared for the remaining plans.

**RECOMMENDATION:**

That with respect to the reconstruction of Second Line West from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site the following conditions be applied:

- (a) The Region of Peel be requested to amend the draft plan conditions for T-86072 to include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

- (b) The City of Mississauga Consolidated Report for the Goodman lands (T-86047) and the River Grove lands (T-86087) be amended to include the following clause:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."



- (c) The Consolidated Reports, when prepared for the Daniels lands (T-85024), Goodman (T-86014), Gateshead (T-86095), Lakeview (T-86071) and Irber Holdings (T-86020), include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

Councillor Southorn requested that Staff review the possible scenarios for Second Line with the Region of Peel in the event the life of the Britannia Landfill is extended.

T-85024  
T-86104  
T-86095  
T-87071  
T-86020  
T-86047  
T-86072  
T-86087

Approved

See Recommendation OW-267-88 (T. Southorn)

6. Report dated May 27, 1988, from the Commissioner of Public Works regarding the temporary closures of McLaughlin Road from Bristol Road to Britannia Road.

The reconstruction of McLaughlin Road from Bristol Road to Britannia Road has been approved in the 1988 Capital Works Budget. It is intended that tenders be called in the month of June and construction be started at the beginning of August.

Because of the severe grade changes that will take place and the deep underground services proposed for McLaughlin Road, it would be extremely difficult and expensive to keep the road open to through traffic during construction. For these reasons, a phased road closure of McLaughlin Road should be undertaken.

RECOMMENDATION:

- (a) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of August 9, 1988 at 9:00 a.m. to October 2, 1988 at 12:00 midnight for the purpose of road and underground service construction.



- (b) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of October 3, 1988 at 12:01 a.m. to November 30, 1988 at 2:00 p.m. for the purpose of road and underground service construction.

J.05.88008

Approved

See Recommendation OW-268-88 (T. Southorn)

7. Report dated May 31, 1988, from the Commissioner of Public Works regarding the agreement with McCormick Rankin & Associates for the design preparation of contract documents and administration of the contract for the pole replacement in the Meadowvale area.

RECOMMENDATION:

That a by-law be enacted authorizing execution of the Agreement dated May 11, 1988 between The Corporation of the City of Mississauga and McCormick Rankin & Associates Limited for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale at an estimated cost of \$50,000.

J.05.88042

Approved

See Recommendation OW-269-88 (T. Southorn)

8. Report dated June 1, 1988, from the Commissioner of Public Works in response to concerns expressed with the maintenance and upkeep of the various sight triangles which are normally taken at the intersection of side streets with major roads. Current policy requires the sight triangles to be taken into City ownership in order to control any facilities constructed on the sight triangles which would restrict visibility at the intersection.

The City of Mississauga should not alter its policy of obtaining title to sight triangles, however the Landscape Planning Section of the Planning and Building Department, should be requested to pay particular attention to the aesthetic features of sight triangles during site plan reviews in high density areas.

RECOMMENDATION:

That no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles.



At the request of Councillor Culham the foregoing report was deferred to the next meeting of the Committee scheduled for June 29, 1988.

A.00.02.01

Deferred

See Recommendation OW-270-88 (F. McKechnie)

9. Report dated May 26, 1988, from the Commissioner of Public Works regarding the Application for a Certificate of Approval for a Waste Disposal Site (Transfer) by the Solvtec Corporation to be located at 5775 Atlantic Drive, Mississauga.

The Ministry of the Environment has discretion under Part V, Section 32(1)(b) of the Environmental Protection Act, R.S.O. 1980, to hold a hearing on applications of this type. The Ministry has requested comments from the City, by resolution of Council, as to whether or not the City desires a hearing to be held.

The Solvtec Corporation proposes to implement a solvent pick-up and recycle service for the Toronto area autobody industry. The service requires that drums of waste solvent be stored at the warehouse in a secured concrete vault at 5775 Atlantic Drive, Mississauga until a full shipment of 15 drums accumulates. At this time, Varnicolour of Elmira, Ontario will pick-up the waste solvent for processing.

The need for a hearing on this application is not apparent as the facility complies with the zoning restrictions for the area, the transporting vehicles have been outfitted for safe transport of the solvent, and provisions have been made for safe storage of the drums on the site.

RECOMMENDATION:

That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Solvtec Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 5775 Atlantic Drive, Mississauga.

A.02.03.02.12

Approved

See Recommendation OW-271-88 (F. McKechnie)

10. Report dated May 16, 1988, from the Commissioner of Public Works regarding the following recommendation (AF-301-87) adopted by Council:

That the report dated November 16, 1987, from the City Solicitor regarding the reissuance of licences to Musketeer Billiards, Million Dollar Saloon and Chez Paree I and II be referred to the Area Representative, Councillor F. McKechnie and Staff for a thorough review.



June 15, 1988

As a result none of the four establishments have been able to renew licenses for 1988. The Million Dollar Saloon has made one application to the Committee of Adjustment for a variance due to shortage of parking which application was withdrawn, but another is expected in the near future.

Staff have no objection to the renewal of the licenses to Musketeer Billiards and Chez Paree I and II; however, the Million Dollar Saloon would be withheld until the hearing of the Committee of Adjustment.

**RECOMMENDATION:**

That the licenses for Musketeer Billiards and Chez Paree I and II be renewed for 1988 and the license for Million Dollar Saloon be withheld until application and hearing with the Committee of Adjustment is finalized.

Councillor McKechnie again expressed concern about the operation of the Musketeer Billiards. The establishment is in a deplorable condition and the patrons are loitering outside. The Councillor advised that the residents are very concerned about the operation of this business and would like to have it cleaned up. Councillor McKechnie recommended that their license be revoked; however, after further discussion regarding the legal implications of such an action, Councillor McKechnie recommended that a complete report be prepared for Council's consideration in camera at its meeting on June 27, 1988.

**Amended**

See Recommendation OW-272-88 (F. McKechnie)

11.

Report dated May 30, 1988, from the Commissioner of Public Works regarding the appointment of Lottery Licensing Officers who are currently working in the jurisdiction of the Public Works Department.

**RECOMMENDATION:**

That a by-law be enacted to repeal By-law 48-86, and to appoint Lottery Licensing Officers as follows:

- (a) William P. Taylor, J. Ronald Nisbet and Matthew C. Brown as Lottery Licensing Officers for the purposes of administering the issuance of Lottery Licenses pursuant to the powers given to the Municipal Corporation by the Province of Ontario by Order-in-Council 274/70.
- (b) That said William P. Taylor, J. Ronald Nisbet and Matthew C. Brown shall hold office during the pleasure of Council and shall exercise all the authority, powers and rights and shall perform all the duties and obligations which by the Order-in-Council are conferred or imposed upon lottery license offices.

L.02.01

**Approved**

See Recommendation OW-273-88 (T. Southorn)



12. Report dated May 30, 1988, from the City Clerk regarding the sale of City Owned Land closed out portion of North Service Road.

Council, at its meeting on March 23, 1983 approved the closure of part of the North Service Road at the north-east quadrant of Cawthra Road and the Queen Elizabeth Way and sale to the abutting owners, subject to the owners reimbursing the City for legal and other related costs.

An Offer to Purchase in accordance with Council's recommendation has been received by the current owners of 785 North Service Road at a purchase price of \$650.00 which reflects the City's cost in disposing of the closed out road allowance.

RECOMMENDATION:

That a by-law be enacted setting the price for the closed out portion of the North Service Road, described as Part 2, Plan 43R-14076 at \$650.00 and authorizing the execution of an Offer to Purchase from Hans J. Kluge and Patricia M. Kluge, for the subject property at \$650.00 and all other documents related to the provisions of the Offer to Purchase.

A.02.03.02.06

Approved

See Recommendation OW-274-88 (H. Kennedy)

13. Letter dated May 3, 1988, from Mr. Peter Bowers, Project ReRail Coordinator for Ontario Midwestern Rail Services. Mr. Bowers requests the City to pass a resolution supporting the need for continued and improved rail service in mid-western Ontario and encouraging the Federal and Provincial Governments to provide assistance.

RECOMMENDATION:

That no action be taken with respect to the request from Mr. Peter Bowers, Project ReRail Coordinator for Ontario Midwestern Rail Services that the City support the need for continued and improved rail service in mid-western Ontario and encourage the Federal and Provincial Governments to provide assistance.

D.02.01

Approved

See Recommendation OW-275-88 (H. Kennedy)

Recommendations:

As per Report 12-88

Adjournment:

11:05 A.M.



THE OPERATIONS AND WORKS COMMITTEE

JUNE 15, 1988

REPORT 12-88

TO: THE MAYOR AND MEMBERS OF COUNCIL

The Operations and Works Committee presents its twelfth report and recommends:

OW-263-88 That the presentation to the Operations and Works Committee on June 15, 1988, by St. Lawrence Cement Inc. regarding the Fuel Cost Reduction Study which is a feasibility study for a program to use refused derived fuel at the Mississauga plant be received for information and that Staff report on the traffic impact in the area of this project.

F.08.07.02  
(OW-263-88)

OW-264-88 That the Staff of the Public Works and Transit Departments prepare Terms of Reference for the development of a 'ten-year transit service strategy plan' and that a copy of the report dated May 31, 1988, from the Commissioner of Public Works dealing with the May 24, 1988, announcement of the Minister of Transportation regarding transportation directions for the Greater Toronto Area be forwarded to the Ministry of Transportation and the Region of Peel.

D.01.04  
(OW-264-88)

OW-265-88 That the lands bounded by the Ninth Line, Derry Road, Tenth Line and Britannia Road be permitted to develop as follows:

- (a) that the 220 preserviced lots within Phase 2, Draft Plan T-86048, Trelawny area (First City Developments) be allowed to proceed to registration provided that the usual requirements of the City of Mississauga are met and all the letters of credit are in a form satisfactory to the City;
- (b) that additional lands in the Trelawny area be allowed to proceed towards servicing and registration based on the premise that a permanent sanitary outlet is to be constructed by the Region of Peel in 1989 and an F.D.C. sewer is to be constructed in conjunction with the sanitary sewer or independently as approved by City Council;
- (c) that the letters of credit in the amount of \$2.8 million be retained by the City of Mississauga until the F.D.C. sewer has been constructed to the satisfaction of the City.

T-86048  
(OW-265-88)



OW-266-88 That the reconstruction of Northmount Avenue from Atwater Avenue to South Service Road be retained as a local road reconstruction project in 1990, as now identified in the 1988-97 Capital Budget and that petitioner's representative, Mr. Altorio of 857 Ninth Street, Mississauga, be so advised.

J.05.01  
(OW-266-88)

OW-267-88 That with respect to the reconstruction of Second Line West from Eglinton Avenue northerly to the southerly limit of the Britannia Landfill site the following conditions be applied:

- (a) The Region of Peel be requested to amend the draft plan conditions for T-86072 to include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

- (b) The City of Mississauga Consolidated Report for the Goodman lands (T-86047) and the River Grove lands (T-86087) be amended to include the following clause:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

- (c) The Consolidated Reports, when prepared for the Daniels lands (T-85024), Goodman (T-86014), Gateshead (T-86095), Lakeview (T-86071) and Irber Holdings (T-86020), include the following provision:

"Prior to registration, the applicant will be required to make a cash contribution toward the upgrading of Second Line across the frontage of this plan, to a four-lane curb and gutter standard (including storm sewers and a turning lane). No levy credits will be available with respect to Second Line."

T-85024  
T-86104  
T-86095  
T-87071  
T-86020  
T-86047  
T-86072  
T-86087  
(OW-267-88)



- OW-268-88 (a) That a by-law be enacted to implement the closure of McLaughlin Road from Bristol Road to Matheson Boulevard during the dates of August 9, 1988 at 9:00 a.m. to October 2, 1988 at 12:00 midnight for the purpose of road and underground service construction.
- (b) That a by-law be enacted to implement the closure of McLaughlin Road from Matheson Boulevard to Britannia Road during the dates of October 3, 1988 at 12:01 a.m. to November 30, 1988 at 2:00 p.m. for the purpose of road and underground service construction.

J.05.88008  
(OW-268-88)

- OW-269-88 That a by-law be enacted authorizing execution of the Agreement dated May 11, 1988 between The Corporation of the City of Mississauga and McCormick Rankin & Associates Limited for the design preparation of contract documents and administration of the contract to replace the decorative Corten steel poles in Meadowvale at an estimated cost of \$50,000.

J.05.88042  
(OW-269-88)

- OW-270-88 That the report dated June 1, 1988, from the Commissioner of Public Works recommending that no change be made to the current practice of requiring dedications of sight triangles and that the Landscape Section of the Planning & Building Department be requested to pay special attention to establishing appropriate landscaping features on sight triangles be deferred to the next meeting of the Operations and Works Committee scheduled for June 29, 1988.

A.00.02.01  
(OW-270-88)

- OW-271-88 That the Ministry of the Environment be informed that the City of Mississauga does not request a hearing on the application submitted by the Solvtec Corporation for a Certificate of Approval for a Waste Disposal Site (Transfer) at 5775 Atlantic Drive, Mississauga.

A.02.03.02.12  
(OW-271-88)

- OW-272-88 (a) That Staff prepare a report for Council's consideration in camera on June 27, 1988, regarding the issue of a license for Musketeer Billiards, 3233 Brandongate Drive.
- (b) That the license for Chez Paree I and II be renewed for 1988.
- (c) That the license for Million Dollar Saloon be withheld until application and hearing with the Committee of Adjustment is finalized.

L.02.01  
(OW-272-88)



OW-273-88 That a by-law be enacted to repeal By-law 48-86 and to appoint lottery licensing officers as follows:

- (a) that William P. Taylor, J. Ronald Nisbet and Matthew C. Brown be appointed as Lottery Licensing Officers for the purposes of administering the issuance of Lottery Licenses pursuant to the powers given to the Municipal Corporation by the Province of Ontario by Order-in-Council 274/70.
- (b) that William P. Taylor, J. Ronald Nisbet and Matthew C. Brown hold office during the pleasure of Council and shall exercise all the authority, powers and rights and shall perform all the duties and obligations which by the Order-in-Council are conferred or imposed upon lottery license offices.

L.02.01  
(OW-273-88)

OW-274-88 That a by-law be enacted setting the price for the closed out portion of the North Service Road, described as Part 2, Plan 43R-14076 at \$650.00 and authorizing the execution of an Offer to Purchase from Hans J. Kluge and Patricia M. Kluge, for the subject property at \$650.00 and all other documents related to the provisions of the Offer to Purchase.

A.02.03.02.06  
(OW-274-88)

OW-275-88 That no action be taken with respect to the request from Mr. Peter Bowers, Project ReRail Coordinator for Ontario Midwestern Rail Services that the City support the need for continued and improved rail service in mid-western Ontario and encourage the Federal and Provincial Governments to provide assistance.

D.02.01  
(OW-275-88)